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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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## FISHING CERTIFICATES.

BY A SHIPPING MASTER.

The Merchant Shipping (Fishing Boats) Act of 1883 requires that the skipper of every trawler of 25 tons net (now to be read as 25 tons gross) and upwards shall be duly certificated. The certificates, either of service or competency, are issued by the Board of Trade, the latter upon passing an examination held by the Board's examiners. Certificates are also issued to persons as second hands. The holders of these certificates are liable to have them suspended or cancelled by Wreck Inquiry Courts, by Local Marine Boards for misconduct, etc., and by the Board of Trade upon conviction for any offence. By the 42nd section of this Act, no fishing boat (that is, a trawler of 25 tons gross and upwards) shall go to sea from any port in the United Kingdom unless the skipper thereof is the holder of a certificate of competency or service, entitling him to act as skipper of such fishing boat. If any fishing boat go to sea contrary to this section the owner shall incur a penalty for each such offence not exceeding £20. Also, every person who, having been engaged to serve as skipper of a fishing boat, and not being the holder of a certificate entitling him to act as skipper of such boat, shall serve as such skipper (except in case of necessity), and every person who employs any person as skipper of a fishing boat (except in case of necessity) without having ascertained that he is the holder of a certificate entitling him to act in such capacity, shall for each such offence incur a penalty not exceeding £20.

The words used in the Act "except in case of necessity" seem to be somewhat ambiguous, and the only case of necessity that could possibly arise, from an owner's point of view, would appear to be through the inability of the owner to procure such a certificated skipper. The Act has now been in force for some seven years, and doubtless there are more than sufficient men holding the required certificate. An owner, if unable to obtain a certified skipper through the non-payment of a fair or recognised wage, should never, and possibly would not, be allowed to resort to the exception mentioned. The words are not capable of any broad application, and we believe the Board of

Trade, probably to make the application definite, sanction the "second hand" of a boat, if properly certificated, taking charge for a period not exceeding one month if the skipper is absent from the vessel through sickness or other unavoidable cause. The Fishing Boats Act, however, does not apply to boats whilst employed fishing on the coasts or out of ports of Scotland. On the other hand Scotch boats when employed fishing in England, etc., come under the whole of the provisions of the Act in question. We mention the law as it stands with respect to certificates, as a correspondent in our issue of the 23rd ultimo, whilst bringing forward grievances, alleges that in England there are trawlers employed without the skippers being in possession of proper certificates; and, moreover, that the local officials of the Board of Trade decline or neglect to take cognisance of the matter. It is of the greatest importance to fishermen that if such be the case its continuance should be immediately checked, and our correspondent should lose no time in placing all the facts before the officials of the Fishermen's Union. One of the vast advantages of belonging to the Union consists in getting such evils remedied, and the officials will undoubtedly see that the owner, skipper, and others are brought to book.

While dealing with this question we may also mention that the Act empowers the Board of Trade to establish a register of certificated skippers and second hands, and that a certificate, purporting to be given under the hand of one of the persons directed by the Board of Trade to keep such register, to the effect that the person or matter therein named has not been registered in the register, shall be evidence of the non-registration, and where the question is to be determined whether the person named has been certificated as a skipper or second hand, of his not being so certificated. The words of the Act read that the Board may establish such register. Whether they have done so we are not aware, but the probabilities are that such a register is kept, for the Act goes on to state that a certified copy, or extract, or certificate, shall be supplied from it to any person applying at a reasonable time for the same upon payment of such fee as the Board of Trade may from time to time determine. If a register is not kept at the local offices we would surmise that such copies or extracts should be obtainable at the Fisheries Department of the Board of Trade in London.

## YARNS. CXLIII.

### MANUFACTURING CRIMINALS.

"You see that ship, sir?" was the question addressed to me by a sailor.

"Yes, what of her?"

"You think she's a smart-looking craft, now, don't you?" he pursued interrogatively.

"I've seen you knocking about here before, and one of my mates told me that you are always on the look-out for something to put in the papers. If that's true, I want you to hear what I've got to say. It may sound queer to you, but nothing would please me better than to hear that that steamer had gone to the bottom, but with all her crew in safety, for as sure as a gun, if she runs much longer, she'll drown a lot of lads who can ill be spared by some folks, even if they are only common sailors. I can't say that I bear a grudge against the *s.s. Stickleback*, but I do owe something to the folks she belongs to, which I would like to see them smart for. I had served my apprenticeship all right, and was in a fair way to climb the ladder, when I persuaded Jenny Lisle to marry me. When the rhino gave out, one piece of bad luck after another chased us. I had to go to sea. As you may readily suppose, our first parting wasn't exactly all smiles, but we tried to console ourselves by picturing how happy we would be when I got home again. I had three or four letters from Jenny while I was away, and they all had bad news of some sort in them. Her father took a stroke and died a fortnight after I had sailed; three months later, Mrs. Watson, who had found Jenny some work so far, gave up business, and Mrs. Lisle married a brute who turned Jenny out of doors. The poor girl was glad to find shelter with some neighbours for that night, and the next day took a room to live in. She managed to scrape a few things together with the money she had saved out of my half-pay, but of course it was only a make-shift of a home, and I could pick from her letters that she was just miserable, for she had neither brother nor sister to turn to for a bit of comfort, and that brute that her mother had been fool enough to marry threatened all sorts of things if she dared set foot in her old home again. On my return, there was as much sorrow as joy in our meeting, for it nearly broke my heart to see the change which anxiety and trouble had made in my darling girl's good looks in so short a time. But, as usual, we hoped for the best, and she soon grew brighter and happier, with me beside her for a week or two. I was able to give her enough money to make our little room look easy, and leave a little bit over to provide

for a certain event which was expected to come off soon. I haven't told you about the worries I had at sea, nor the hair-breadth escapes we had while we were away, because, somehow, my heart always seems full of poor Jenny. But we had enough to contend with, what with having a drunken captain that didn't know where he was steering half the time; a mate that was a regular bully, and worked us nearly to death; engineers that had learnt their trade principally in a drawing office, and would have been useless in an emergency, and last, but not least, a ship that was far too deep in the water, and had half-a-dozen cracked plates which were actually cemented together. Some of us sailors and firemen were very down in the mouth about ever seeing home again, but, not a little to our own surprise, we landed back safe and sound.

"We never doubted that a survey would be held, and the ship fixed up into a seaworthy condition. Some of us saw a surveyor on board more than once, and when the *Stickleback* was taken into dry dock, we were quite sure that everything was going to be made ship-shape. This looked very promising, and when the second mate told us that both the skipper and the mate were leaving, we were ready enough to sign articles to go in her again.

"But no men were ever sold worse than me and my mates. It turned out that neither skipper nor mate was leaving, and all that was done to the ship was to give her a good scraping and painting. Then she was put under the spouts, her cargo was run into her in a few hours, and we were all ordered to be on board by six six o'clock in order to catch the night tide. This didn't suit us at all for many reasons. The skipper wasn't a safe man to sail with. He had already lost two ships and 23 lives through his drunkenness and incapacity, and we believed him to be quite capable of serving us the same. He had certainly been hauled over the coals for these accidents, but when it came to the pinch, nobody liked to split about his drunken sprees, and the blame was laid upon a fog which never existed. This sort of thing goes on regularly, and, too often, the very men who have nearly lost their lives through shameful neglect on the part of an officer will, instead of exposing the man's uselessness and drunkenness, do all they can to shield him when they come face to face with a lot of old Board of Trade fogies who know no more about the ins and the outs of the case than the man in the moon himself.

"But we had lots of objections to the ship as she was herself, independently of any skipper, for she was unseaworthy and overloaded, and everything about the engines was quite far enough gone for a surveyor to condemn them.

"We had here a fair excuse for declining to risk our lives in the ship until something was done to make her more seaworthy, and twelve of us refused to sail in her. And what was the upshot, do you think? Do you suppose that the risk we ran was taken into the slightest consideration? No! We were hauled up like so many thieves and tried before shipowning magistrates for refusing to sail after having signed articles. The magistrates were easily persuaded that there was nothing the matter with the ship, but that we were a riotous, mutinous, pig-headed lot, who deserved a sharp lesson for detaining the ship, and thereby causing heavy pecuniary loss to the owners. We were told that the ship was

not overloaded, and that when she got outside into salt water, no part of her disc would be hidden. At the finish, by way of an example to other seamen who might have the impudence to think their lives worth preserving, we were sent to gaol for three months, with hard labour."

My informant was by this time so agitated that the sweat stood out in big beads on his forehead, his hands were clenched convulsively, and his eyes blazed with fury.

"Shall I tell you what happened next?" he went on hoarsely, rocking himself to and fro in his excitement. "My Jenny, dazed with trouble, and with starvation staring her in the face, for of course there was no money coming in while I was in gaol, hadn't strength to fight through her own battle, and when I got my freedom again it was to find that my child had come into the world still-born, and that my dear little wife had been buried three days before. No wonder I lift up my hands sometimes and curse the laws of the land I was born in. No wonder that I have felt the demon of murder rise within me when I have met any of the men who have helped to make me what I am."

I afterwards found that this story was true in every detail (except the name of the ship), and that my informant, unable to obtain employment, and burning to be revenged on society, had become a burglar of the most desperate character, and was more than suspected of being mixed with dynamiters who attempted to blow up various public buildings. Of course, there was no Union to protect seamen in the days when all this happened, but seamen who don't belong to the Union are just as liable as ever to meet the same injustice as this sad tale discloses.

#### PROPOSED PARLIAMENTARY CONCILIATION BOARD.

It is stated in Trade Union circles that as soon as Parliament meets in November a renewed attempt will be made to give practical effect to the proposal made last Session by Mr. W. Mather, M.P., for the constitution of a Parliamentary Board of Consultation and Council for the settlement of labour disputes. This proposed board, it may be remembered, was to have been composed of the labour members of Parliament and an equal number of members selected from the capitalist or employing class; but the outline of the plan of this Parliamentary Consultative Council for trade disputes has now been settled as follows:—The labour members of Parliament are to select, collectively, an equal number of members of Parliament to themselves from the capitalist or employing class, and invite each one to join the Council. On his acceptance of the invitation he would be formally elected by the labour members, until the Council was made up of all the labour members and a like number selected by themselves from the whole House of Commons. On the completion of organisation, a committee room in the House of Commons would afford convenient place for headquarters during the Session, from which should issue an address to all the Trade Unions and Employers' Associations of the country, explaining the object of this voluntary Parliamentary Council, and inviting all parties, when occasion requires, and if so disposed, to use the Council for information, advice, and opinion; or, if parties disputing are desirous of so acting, to submit any points for actual decision. Five of the labour members have expressed themselves favourable to the proposal, viz., Messrs. Burt, Oremor, Howell, Rowlands, and Fenwick, and now that the latter gentleman is secretary of the Parliamentary Committee of the Trade Union Congress it is believed that the proposition will take definite shape in November.

FISHERMEN'S MEETING AT HULL.—At a large meeting at Hull on Wednesday, resolutions supporting the Fishermen's Federation and SEAFARING were unanimously passed. The editor, who was present, met with a cordial reception, and received a vote of thanks.

#### SOME FAMOUS SHIPS.

Soon after the War of 1812 the Black Ball Line was started by Isaac Wright & Co., and passages were made twice a month between New York and Liverpool. Another line was established between New York, London, and Havre. The rush of emigrants for America called for special accommodations, and this was the origin of the packet ship lines. The Marshall Line from New York to Liverpool was established in 1817. The first ships in that service were the *Mersey* and the *Don Quixote*. The line to Havre included the *Eric*, *France*, *Rome* and others, all full-rigged ships. The average passage to America was 37 days; and to England about 25 days. In 1825 the size of packets had increased so that the *Washington*, of 1,000 tons, was a curiosity. In 1841 the *Rappahannock* was launched at Bath, Me., the largest merchantman in the world.

Until 1849 the packet had but one or two decks, with a topgallant, forecabin and poop, and she averaged only 1,000 tons. The freight was stowed in the lower hold; the cabin passengers were between decks aft; the steerage passengers and the crew were between decks forward. The ordinary packets, however, measured only 600 tons. The state rooms—as the little cabins ranged on either side of the saloon were termed—were below the level of the sea; they were small, dark and ill ventilated—in fact, the only light they had came through pieces of ground glass in the deck overhead and the fan-lights in the doors opening to the saloon. This was so poor that the man in a state room could not dress himself without using a lamp. The only ventilation was given by removing the skylights of the saloon, and this could be done only in fine weather. The closeness of the air in the state-rooms was unpleasant at all times; while the odour of the bilge water was so offensive as to create nausea. In winter, on the other hand, the cold was frequently severe. There was, it is true, a stove in the saloon; but the heat from it scarcely made itself felt in the side-cabins. In other matters there was the same absence of care and comfort of passengers. The fresh water for drinking and cooking purposes was in casks, and when the ship had a full cargo many of them were placed on deck, with the result of having their contents impregnated with salt from the waves shipped in heavy weather. Even at the best the water was most unpalatable, for it was muddy and filled with various impurities from the worm-eaten casks. Not only was the water bad, but the supply was often short. A cow was always on board, and hers was the only milk to be had; for condensed milk, as well as canned fruit and vegetables, was unknown. There was commonly a fair provision of mutton and pork, because live sheep and pigs were carried; but of fresh meat, and fresh fish, the stock was exhausted by the time the vessel had been a few days at sea, for refrigerators and many other necessities of to-day had not been invented at that period.

The day of the smaller packets was between 1820 and 1840. Many of them were built by Christian Bergh, David Brown, Jacob A. Westervelt, and Jacob Bell at New York City. Others were built at Baltimore, Boston, Salem, and along the coast of Maine. The packet ship of the earlier class was not complete without a



carved figure-head from the hand of William Rusk, of Philadelphia. He carved the heads for many of the vessels in the United States Navy, including the "Genius of the United States" and "Nature" for the frigates *United States* and *Constellation* respectively. His figures for East Indiamen and packet ships included busts of Voltaire, Franklin, and many other prominent men; while a figure of "The River God," carved for the ship *Ganges*, so appealed to the reverence of the Hindoos that they came in droves to worship it. A fine specimen of the smaller packets was the *Ann McKim*, built at Baltimore in 1832. Her length was 143 ft.; beam, 32 ft.; and depth, 14 ft.

The building of larger packets commenced 1850. The *Mercury* measured 1,500 tons. In 1840 William H. Webb built the *Guy Mannering* at New York. She was the first of the three-deckers. Her length was 190 feet; beam, 40 feet; and depth 29 feet. She measured 1,400 tons, and she drew 20 feet of water. From this time the three-decker was the most popular type of the packet-ship. Perhaps the best known of all the larger packet lines was the *Train*, between Boston and Liverpool. The finer vessels on its list included the *Star of the Empire* and the *Chariot of Fame*, both measuring more than 2,000 tons. It was announced in a placard of the time that "these ships are all of the first class, built expressly for Liverpool packets, and are commanded by men of experience in the trade, have superior accommodations for passengers, and will be despatched punctually from Liverpool on the 5th and 20th of each month, and from Boston as per special advertisement;" also that "an experienced surgeon is attached to each ship."

The packet-line ship was usually treated as a stock Company, thus enabling the captain to become a part owner of the vessel he sailed. This made him more careful than if he had been simply an *employé* of the Company. The rates charged to passengers were 140 dols. for a state room in the cabin. This included wine and almost everything that made a luxurious voyage. The steerage passengers were charged 30 dols. They were furnished with food and water only. The freight was limited in quantity. The main object of the owners was to secure quick passages, and they had their chief income from passengers. So particular were they in this respect that once Mr. John I. Boyd sent a packet to Havre with only a half-barrel of crackers for the freight. The entire freight income of that ship of 800 tons burden during the trip was 1.05 dols. The average receipts from freight for a single trip were about 2,600 dols., or perhaps 5,400 dols. for a round trip. For cotton the freight charges were one and one-half cents—now they are three-eighths of a cent; to send potash to Havre cost 10 dols. a ton—now it costs 6 dols. a ton; the charge for whalebone was three-quarters of a cent a pound, while at present it is one-half a cent; beeswax was about the same. On importations of silk and similar articles the charges were 8 dols., 10 dols., 12 dols. a case or bale; now they are from fifteen to eighteen francs.

The increase in size in packet ships did not always mean an increase of speed. It was found that perishable cargoes called for a more swift transit, and it was but a step from the packet to the clipper ship. Indeed, the building of clipper ships began in earnest when, in 1841, William H. Webb

built the *Helena*, of 650 tons, at New York. In 1843 Smith & Dimon, of New York, built the *Rainbow* of 750 tons. Then John W. Griffiths, also of New York, designed the *Sea Witch*, and it was built by Smith & Dimon.

(To be continued.)

## SOUTHAMPTON DOCK STRIKE.

### MEN RETURN TO WORK.

The dock strike at Southampton was continued on Thursday last week, but the scenes of violence which were enacted on previous days were not renewed. The representatives of the dockers held a meeting in the evening, when, it is confidently asserted, it was decided by a vote of eleven to five, that the men should return to work on the concessions granted by the employers a fortnight ago. It was stated that one reason for this course being taken was that the strike was commenced without the authority of the London Executive, and under conditions which practically precluded the possibility of success.

On Friday the dockers resolved to return to work next morning. Mr. John Burns, who made the announcement at a mass meeting of the men in the Victoria Assembly Hall in the evening, added that under the circumstances they would not insist on the formal recognition of their Union, which, however, would have to be recognised ultimately. They had, he considered, already obtained substantial concessions. Mr. William Sprow, local organiser of the dockers, was arrested during the day on a charge of intimidation.

It was feared on Sunday night that the strike, which was supposed to have terminated on Saturday, was likely to be changed into a general lock-out, the Association of Employers being determined to support the shipowners in resisting the Seamen's and Firemen's Union, who insist upon extra pay for the donkeymen, trimmers, and boys.

At six o'clock on Monday morning these fears were realised, for the workmen arriving at the docks found the gates guarded by police, and notices posted to the effect that in consequence of the demands of the Seamen's and Firemen's Union, a lock-out had succeeded the strike. At eleven o'clock, however, those notices were withdrawn, and an hour later the Dock Company and all the other Companies, with the exception of the Royal Mail and the Union, had taken on the requisite number of hands. During the day, Mr. Sprow, local organiser of the recent strike, was brought before the magistrates charged with intimidating the crew of the *La Plata*. He was committed for trial at the Quarter Sessions, for which, however, at his own request, the Assizes were substituted. Bail was allowed. Eighteen members of the Dockers' Union, charged with rioting last Tuesday, were also brought before the magistrates, but their case was not concluded when the Court adjourned.

On Tuesday the dispute terminated peacefully all round. At the Royal Mail Company's factory in the afternoon there was great eagerness on the part of the men to be readmitted. The men belonging to the Union Company's steamer *Moore* came ashore on Tuesday after having signed articles, the assigned reason being that the boatswain was a non-Unionist. Mr. T. Walsh, secretary of the Seamen's and Firemen's Union, addressed a meeting during the afternoon and congratulated the men on their victory. All the companies except the South Western had treated him very fairly, and had not only conceded their demands, but had promised them a further rise when freights increased. The South Western would be given a few days longer, and if they did not then give way, demands would be made which at present were little dreamed of. Fifteen of the men brought before the magistrates were on Tuesday committed for trial at the Assizes for taking part in the strike disturbances, and charges against some other defendants were adjourned. Owing to the dock strike at Southampton, the Royal Mail Company's steamer *Don*, due to leave on Tuesday, will not start till Friday, when she will take the usual mails for the West Indies and Pacific.

Mr. Wilson, general secretary of the Seamen's Union, stated that his men, whose interests were separate from those of the dockers, had, by an overwhelming majority, passed a resolution in favour of leaving Southampton and going to other ports.

## ALLEGED LIBEL ON MR. J. H. WILSON.

### COMMITTAL OF THE DEFENDANT.

George J. Hornsby, district secretary of the International Federation of Ships Stewards, Seamen, and Firemen, who was last week brought up in custody before Mr. Raffles, at the Liverpool Police Court, charged with libelling Mr. John Havelock Wilson, the general secretary of the National Amalgamated Sailors' and Firemen's Union, and was remanded on bail in order that counsel might be instructed for the defence, came before the Court again on Tuesday. Mr. M'Conkey, instructed by Mr. Tetlow, appeared for the prosecution; and Dr. Sparrow, instructed by Mr. Collins, defended.

Mr. M'Conkey, in stating the case, said, although it had only been established about two years, the Union was one of considerable importance, as might be judged from the fact that last year it received the sum of £26,599. Mr. Wilson's chief place of business was in London, but the Society had offices in all the principal seaport towns in the kingdom. It was his duty at the end of the year to issue an annual report, which was made up from the accounts kept at his own London office and those sent in by the different Branches. A man whose name, "R. Pleasance," appeared at the foot of the alleged libel, was at one time secretary of one of the Branches, but was dismissed, and he and Hornsby appeared to have had some ill-feeling against Mr. Wilson. On the 28th of last month the defendant went to the Sailors' parade, near the Sailors' Home, and having there attracted the attention of a number of sailors and firemen, produced and gave to two or three of them copies of the document containing the libel complained of. It was headed "National Amalgamated Sailors' and Firemen's Union. Extracted from official balance-sheet of 1889. Comparison between Branch and Head Office accounts." There were several columns, and the final one was headed "Difference for which no account is given," the amount being set down as £463 5s. 1d. The document went on to urge seamen to buy one of the reports published by Mr. Wilson, and, after comparing the extracts, to ask themselves the fair and honest question, "Who are the true friends of the Union?" adding "British seamen, demand your just rights; that is, a correct account of your own moneys." In addition to giving them copies of this document, the defendant stated that Mr. Wilson had taken the £463, and with it purchased himself a house, and that he was a thief, a rogue, and a swindler. He (Mr. M'Conkey) need not say that this was a most serious libel to utter against a gentleman occupying the position Mr. Wilson did, as general secretary of a most important organisation, and to distribute among his constituents. The defendant stated not merely that the money was not accounted for, but that it had been misappropriated and used for a specific purpose of his own. The accusation, if true, would show that Mr. Wilson was not fit to be secretary or general manager of an important society of any kind. This was not the first charge of the kind which the defendant had brought against Mr. Wilson.

Albert Flay, a seaman, living at No. 9, Sheridans-street, stated that about one o'clock on Aug. 24 he was on the parade near the Sailors' Home, with a man named Connolly and a number of others, when the defendant gave Connolly and himself each a copy of the document produced. Defendant also showed him a report, telling him he could compare the two and see the deficiencies. He stated that Wilson had appropriated the alleged deficiency of £463 to his own use, and spent it in banquets and champagne suppers. In reply to Mr. Raffles, the witness said he did not know the defendant before. The defendant asked—"Where did he get the money from but from the sailors to build a house?" This was said so that all around could hear, and the documents were distributed amongst the men. Witness was a member of the Union.

Dr. Sparrow said that as his worship would probably think it necessary to send the case elsewhere, he did not propose to cross-examine the witness.

George Connolly, sailor and fireman, living at 33, Kew-street, gave corroborative evidence. He received from the defendant a copy of the balance-sheet produced. Copies were being distributed amongst the men about, who numbered probably 100. The defendant was pointing out that the money sent from the Liverpool, Birkenhead, and other Branches was not credited at headquarters, and said "it all went through the scupper." He was telling them what money was deficient, what was "swindled" by Mr. Wilson, and spent by him in champagne suppers and



parties and in building a new house, which had cost £800. He asked, "Where did he get that money from?" and answered the question himself, saying, "that must be the poor sailors' and firemen's money that he has robbed them of." He said he considered Mr. Wilson "a rogue, a thief, a pickpocket, a swindler, and a liar."—Mr. Roberts (magistrates' clerk): All around could hear him?—Witness: Oh, everybody could hear him, because he's a pretty good shouter.

Detective-officer Henry Mylchreest stated that on the afternoon of the 8th instant he arrested the defendant in Lime-street station. He told him he had got a warrant for his arrest for libelling Mr. Wilson. He said that he had an answer, and he subsequently said that a newspaper cutting which was found upon him was part of his answer.—Dr. Sparrow: Mr. Hornsby is the district secretary of the International Federation of Stewards, Seamen, and Firemen, isn't he?—Witness: He told me so.—He has got an office in Liverpool, I believe?—He told me so.—Mr. McConkey: You don't know that he has?—Witness: No.

Dr. Sparrow said that, as there was *prima facie* case of the uttering of the alleged libel, and as his worship intended sending the case for trial, his client, acting on his advice, would reserve his defence. He presumed his worship would take the same bail as before.

Mr. McConkey suggested that the bail should be slightly increased, but Mr. Raffles said he did not see the necessity for increasing it at present, and he would accept two sureties of £25 each.

Mr. Collins applied for permission to inspect the documents found on the defendant, and asked that the other side should be prohibited from seeing them, saying he was advised that they were not entitled to do so.

Mr. Raffles said he could not help seeing, from the course that had been taken, that there was something behind, and he did not quite know what to do.

It was ultimately arranged that either side might see the documents at the Detective Office, in the presence of Chief-superintendent Williams.

## SEAMEN'S WAGES AT CALCUTTA.

At a recent meeting of the International Shipmasters' Club at Calcutta, an interesting discussion took place on seamen's wages at the port, and to quote from the account of the meeting in the *Indian Daily News*, a Calcutta paper, "the shipmasters present were invited to state their views as to the best method of keeping down wages to a proper standard, which should not be in excess of what the men were receiving at the time when the vessel left England." It was pointed out during the discussion that wages at Calcutta at £4 a month are simply an inducement for men to run away from their vessels on arrival. It was true that masters had the remedy in their own hands by keeping the men on board and not paying them off. If the men refused to work, they would get no food, but the master did not wish to take such measures if anything else could be done, so that men could be paid fair wages without loss to the owners. With freight at 25s. per ton, a vessel carrying anything like 2,000 tons of cargo could scarcely pay its way, and £4 a month seamen's wages, was some of the speakers contended, simply outrageous. It was thought that the whole thing could be controlled by the shipping master, as, if he said £3 was fair wages, the men would be bound to accept that rate. The ship masters could not see why wages should be higher at Calcutta than in other large centres, like New York. The next matter discussed was the rate of exchange. It was pointed out that there was an official rate of exchange, which the deputy shipping master was bound to accept, and wages were paid accordingly. The Bengal Chamber of Commerce had addressed the Government, asking them to direct the deputy shipping master to take the marine insurance rate advertised weekly as the rate of exchange for paying seamen's wages. This would hold good till the next rate advertised on the following mail day, and would be fair all round. It was decided unanimously to adopt and support the views of the Chamber of Commerce.

**A FEVER-STRIKEN SHIP.**—The steamer *Uppingham*, Captain Lilley, owned by Messrs. Galbraith, Pembroke & Co., London, has arrived at Plymouth from Java with a cargo of sugar. During the voyage the whole of the crew contracted the fever, and at Suva on the 21st ult., no less than nine deaths had taken place.

## THE SHIPOWNERS' FEDERATION.

On Tuesday, Sept. 16, at the London Chamber of Shipping, a deputation of the newly-federated associations of shipmasters and officers waited upon the provisional committee of the newly-formed Shipowners' Federation. Mr. Bolam, of Leith, explained that the deputation represented four societies which had just decided to federate—namely, the Mercantile Marine Service Association, established at Liverpool in 1857; the British Shipmasters' and Officers' Protection Society, launched in 1873, and existing for the most part in North of England ports; the London Shipmasters' Society, founded in 1876; and the Scottish Shipmasters' Association, started in 1877. So the latest federation could not be said to be of mushroom growth. There were belonging to it over 7,000 shipmasters and navigating officers. If the Trade Unionists' coercion continues, Mr. Bolam argued, the officers will have to join the Unions against their will, and will be subject to tyrannical dictation on the part of the crew, whom they were supposed to rule. There must be no delay in protecting the officers from intimidation, and the deputation wished that their Federation should be the medium through which all matters concerning owners and officers should be treated. If the Shipowners' Federation would take the officers under their wing—so to speak—and would attend to their grievances—caused by the disproportion and lowness of pay—the Trade Unionist agitator would be deprived of his strongest weapon. Captain Armstrong observed that unless immediate action were taken to prevent the intimidation prevailing in the northern ports the shipmasters and officers would become the servants of the Trade Unions and not of the shipowners, which would put an end to the discipline so necessary for the safety of life and property at sea. Ships' officers abhorred the very name of Trade Unionism. Captain Holt (of London) said that such was the lesson taught by the Australian strike that the masters were prepared to go almost any length to avoid the state of affairs experienced in the colony. Their Federation had not much money, but they could take action. In reply, Mr. Thomas Scrutton said the views of the deputation would be placed before the legally-elected executive committee. The crews ignored the Masters' Unions and wished to force them into the Seamen's Union. The action taken by the Federation had, each time they had already interfered, been attended with success. That would cheer the deputation. They were not inimical to the rightful interests of the seamen, and it was their sincere desire to act in a conciliatory spirit. At the same time they agreed that a vigorous attempt must be made to put an end to a condition of things new to the trade, and, as they thought, detrimental.—A meeting, representing all the shipowners of Hull, was held on Tuesday to consider the situation in view of the increasing demands of the National Union of Seamen and Firemen. A resolution was unanimously passed approving of the formation of a Federation of Shipowners, and pledging the meeting to support the same. Representatives were also appointed to attend a meeting of the Federated Council in London.

A meeting was held in London on Tuesday of representatives of the following Associations, viz.:—Mercantile Marine Service Association (Liverpool), British Shipmasters' and Officers' Protection Society (Sunderland), Shipmasters' Society (London), and Scottish Shipmasters' Association (Glasgow). The object of the meeting was to adopt a plan of federation which has been under discussion for some time. The resolution to federate was unanimously adopted, and rules were agreed to, and office bearers elected. The name of the new Federation is Federated Association of Shipmasters' and Officers' under the British Flag. The duty of the Federation will be to deal with questions affecting the well-being of masters and officers of the merchant service as a whole. While using all lawful means to improve the position of masters and officers, the Federation will protect its members against the coercion which it is alleged is being practised to force them to join certain Trade Unions.

**SAFETY OF AN OVERDUE SHIP.**—As much as ninety guineas premium was paid last week on the vessel *Singapore*, on account of her being so long overdue, and yesterday news was received of her safety, leaving the underwriters with an acceptable "haul." The *Singapore* was going from Barry to Antofagasta, but was so long without anything been heard from her that in some quarters she was believed to be lost. She appears to have received damage to her rudder, and put into one of the Falkland Islands, to which place there is no telegraphic communication.

## THE AUSTRALIAN STRIKE.

### CONFERENCES ON BOTH SIDES.

The representatives of the various labour Unions assembled at Sydney, Sept. 11, to discuss the basis on which to approach the employers with a view to a settlement. Forty delegates were present. The first day's proceedings were only formal. It was decided to immediately call out the shearers, woolshed labourers, and carriers. A resolution was adopted instructing the strike committees in the various colonies to order all men affiliated to the Labour Union to hold themselves in readiness to strike. It is thought probable that all the affiliated trades will be called out, a step which it is estimated would affect eighty thousand men. According to a telegram from Sydney dated Sept. 17, the Congress subsequently agreed to suspend calling out the wool shearers and labourers, and to refrain from taking any fresh aggressive steps for forty-eight hours, pending the endeavour which will be made by the Mayor of Sydney to promote a conference between the men and the employers. The employers are very confident of eventual success, but the strikers, for the most part, show little signs of yielding.

Mr. Fitzgerald, labour delegate, has started for England on board the *Oneco*, in order to lay the strikers' case before the British public. The crew of the steamer at Newcastle who were arrested for refusing to work, have been discharged from custody on a legal point. The miners at the West Wallsend collieries have struck because non-Union men are employed in loading coal.

It is expected that the military force which has been quartered at Melbourne since the beginning of the strike will shortly be reduced. The 24 men of the crew of the steamship *Dorunda*, who were arrested for refusing to work with non-Unionists have been released and have returned to their duty. The Union Steamship Company of New Zealand (Limited), have received a cablegram from their head office, Dunedin, stating that they are meeting with success in manning their boats with non-Union men.

The strike at Brisbane has almost completely collapsed, and the coastal traffic of Queensland is resuming its normal proportions. A great impetus has been given to the Ipswich Queensland coal trade.

Work at the wharves is increasing daily in Tasmania, and labour of all kinds is plentiful. As a result of the strikes it is expected that the railway service in South Australia will shortly be reduced.

The stevedore labourers at Melbourne have decided to boycott all outgoing over sea steamers loaded by non-Unionists.

As a measure of precaution the Government has resolved to purchase all the rifle ammunition in Sydney, in order to prevent its mis-use. Rumours are current that it is intended by the strike leaders to call out all the railway engine-drivers and firemen. The labour leaders threaten to resort to extreme measures unless the employers agree within forty-eight hours to meet the men in conference.

At the Pan Australasian Employers' Conference, which closed on Sept. 12, the following resolutions were unanimously adopted:—1. The Conference reaffirms the principle of freedom of contract between individual employers and employees, and asserts that any infringement of that principle is not only destructive of commerce, but inimical to the best interests of the working classes. 2. Any attempt to apply force, or any persuasion other than permitted and defined by law, to men not Unionists, or any other form of boycotting should, in the opinion of the Conference, be resisted by united action. 3. The Conference is of opinion that employers should declare that they will not be coerced into the dismissal of any labour that has taken service with them in the present emergency, and in the event of any attempt being made to coerce such labour into joining any trade organisation or to interfere with them in the discharge of their daily work, the combined associations represented at this Conference will take all possible means to insure their personal safety. 4. The Conference declares that to maintain discipline and thus protect life and property, owners of shipping in the coastal and intercolonial trades should not engage or retain in their employ any captains or officers who are members of a Union affiliated with any labour organisation. 5. With a view to the extension of the various employers' Unions, it is desirable to encourage employers and others connected with all trades, businesses, and interests to join the existing Employers' Unions, and to form other Unions where necessary for mutual protection and defence upon the basis of the resolutions passed, and the Confer-



ence is of opinion that such Unions should form federal councils for each colony, and that all such federal councils should be affiliated and confederated.

A conference between the employers and the strikers was at Sydney on Wednesday considered certain, the owners having given a favourable reply to a further request made by the Trade Unions that they should meet representatives of the men.

The employers, however, before consenting to a conference with the strikers, require an assurance that the Trades Council is empowered to bind the labour bodies to abide by the decision arrived at. The labour leaders declare that 100,000 men are prepared to respond to the call to come out on strike. Precautions are being taken to prevent possible disturbances, and the artillery are confined to barracks. Cases of molestation continue, and several arrests have been made, the defendants being fined or sentenced to terms of imprisonment. Speaking in the House of Assembly on Tuesday night, Sir Henry Parkes discountenanced the establishment of an arbitration board at present.

The first of the series of public meetings organised by the Dock, Wharf, Riverside, and General Labourers' Union in support of the Australian strikers was held on Sept. 11 in the Great Assembly Hall, Mile End. About 5,000 persons were present. Mr. Tom Mann, who presided, read a cablegram which had that day been received from Melbourne. It ran as follows:—"Melbourne, Sept. 11, '90.—Fighting hard. Deny statements of employers. Funds required to ensure success. Beware of vague rumours. World's battle of labour. Trust us.—(Signed) MURPHY." (Loud cheers.) It therefore appeared, said Mr. Mann, that the capitalists had been manipulating the Press and causing misleading statements to appear. These false statements had probably been made with the view of deterring the workers of England from sending help. Amongst the sums which had already been cabled to Australia were £1,000 from the London Dockers' Union, £1,000 from the Liverpool and Glasgow Dockers, £1,000 from the Gas Workers, £1,000 from the Sailors and Firemen, and many minor amounts. In addition to these sums the dockers were voluntarily contributing the sum of 3d per day out of their wages while the strike lasted. Mr. Ben Tillet, who was to have presided, but arrived late, said he had brought with him to that meeting the assurance that the dockers were prepared to support their Australian brethren by every means in their power in the struggle now pending. The following resolution:—"This representative meeting of the workers of the East-end of London pledge themselves to render all possible monetary support to their brothers in Australia now struggling for the right of freedom to combine for the betterment of their condition," was ultimately carried unanimously. Mr. Burns was prevented from being present on account of having to go to Southampton, and a letter of apology was read.

At Mile-end on Tuesday night the committee for obtaining funds for the Australian strike met, and Mr. Tom Mann stated that his views were more hopeful, and that he thought the men had a good chance of winning. The collecting sheets had brought in about £700 odd. The latest direct cable news was read by Mr. George Shipton from Mr. Houghton, of Sydney, stating "Battle still going on; funds required."

A meeting, attended by about 2,000 people, was held on Sunday afternoon, Sept. 13, in Victoria Park, under the auspices of the Dock, Wharf, and Riverside Union, for the purpose of hearing addresses from Messrs. Ben Tillet and Tom Mann. Mr. Tillet moved a resolution expressing sympathy with the Australian strikers and promising them moral and material support. In so doing he referred to the Southampton strike, and strongly blamed the local leaders for declaring a strike against the distinct instructions of the Executive. He observed that the officers responsible would be dealt with. Referring to the recently-formed Shipowners' Association, he remarked that if they meant to fight the Union were prepared for it.—Mr. T. Mann seconded the resolution, which was supported by Mr. T. McCarthy and Mr. Clem Edwards, and carried. A collection was made.—A demonstration arranged by the Labour Council of the Port of London in favour of the Australian strikers took place the same day at the East-end, in the neighbourhood of the docks. There were 76 banners and numerous bands in the procession. Collections were made and freely responded to.

SAID an officer of the *Chicago* recently: "Ninety per cent. of the American boys who become apprentices to the war vessels leave at the end of their term. The recruits who come in are foreigners, because of the poor inducements held out to Americans. Aliens should be excluded from the navy and the pay of petty officers increased."

## SEAFARING DISASTERS.

*Aconagua*, British barque, from the Clyde, is reported to have arrived at Mauritius on the 2nd inst. with cargo shifted, but otherwise all well.

*Ashdale*, steamer, of Glasgow, from Cardiff for Tralee, with coals, sprung a leak at 1 a.m. Sept. 10, about 17 miles westward of Lundy Island, and foundered; crew all landed in their own boats on Lundy Island, and were afterwards taken to Clovelly by the Trinity yacht *Irene*.

*Amy*, s. of London, from the Tyne to Calais, laden with coals, stranded on the Scaur Rock, Whitby, Sept. 12, at half-ebb tide, and will probably become a wreck; sea rough; is discharging cargo.

*Agra*, arrived at New York with loss of maintop-gallantmast, lost and split sails, Aug. 31, off Sable Island.

*Antofagasta*, *Barry* and *Singapore*, put into Stanley, Falkland Islands, Aug. 22, with loss of rudder.

*Barry*, see *Antofagasta*.

*Beresford*, British steamer, previously reported aground 30th mile post, River Danube, is afloat. Navigation free.

*Beatrice*, British barque, New York for Port-au-Prince, has put into Bermuda with loss of foremast and main and mizzen topmasts.

*Barry*, *Bruckley Castle* and *Panama*, have put into Stanley, Falkland Islands, with chain plates carried away and rigging damaged; repairing.

*Barcelona*, steamer, from Middlesbrough for Quebec, is ashore on Red Island full of water.

*Barry* has also put into Stanley, Falkland Islands, with chain plates carried away and rigging damaged. Is repairing.

*Bruckley Castle*, see *Barry*.

*Belgium*, British barque, Pensacola for Rio Janeiro, anchored Southport, Cairline, leaking.

*Caradoc*, British steamer, has put into Algiers with machinery out of order.

*Chirton*, steamer, of Newcastle, from Cronstadt for London, with wood, is aground on Saltholm.

*Cathart*, British ship, previously reported ashore at Jervis, near Adelaide, has been assisted off by two tugs.

*Charles Chalmers*, schooner, of Aberdeen, from Aberdeen to Sunderland, in ballast, collided with *Glennibenta*, s. off Sunderland, receiving damage to stem figurehead, and carrying away mastingale.

*Egret*, steamer, for Bilbao, put back to Newport (Mon.) with machinery out of order.

*Excelsior*, schooner, from London, cargo fuller's earth, whilst swinging head to tide drove across stem of steamer *Caldor*, from Ghent, anchored opposite Goole Locks. *Excelsior* sustained considerable damage to hull and decks on port side above water.

*Fanny*, steamer, of London, from Rouen, has been in collision in Sea Reach, River Thames, with one of the steam Irish carriers, outward bound. The *Fanny* was damaged on the starboard side, causing her to leak. The other steamer proceeded.

*Francis Fisher*, barque, of London, from San Francisco for Dunkirk, has been spoken off Lizard with mizzenmast broken.

*Gordonia*, s. has put back to Constantinople with machinery out of order.

*Glen Grant*, from Quebec for Newcastle, is ashore (telegram from Longhope says) in a bad position; if weather moderate, vessel has chance of coming off.

*Hindustan*, outward bound from Cardiff, has put back to Bristol, leaky.

*Helopes*, British steamer, has been in collision at Monte Video; slightly damaged.

*Helenslea*, *Tyne*, *Valparaiso*, put into Stanley, Falkland Islands, Aug. 22, with loss of some sails.

*Heimath*, of Rostock, from Grimstadt for Bracka, abandoned in North Sea dismantled and unmanageable. Crew taken off by steamer *Lolland* and landed at Leith.

*Isca*, British barque, went ashore Possession Bay, Magellan, Aug. 27, and will probably be a total wreck.

*Industry*, schooner, of Peterhead, from Falkenberg, master reports having had to throw whole of deck cargo of pit props overboard, in a gale in the North Sea, on the 11th instant.

*John Readhead*, steamer, spoken under sail by *Umberto Arbib*, s. off Cape Matapan, Sept. 12, appeared to have something wrong with her machinery; assistance refused.

*James Simpson*, of London, in ballast, has been in collision at Sunderland with *Pinnas*, steamer, of Hamburg, starboard quarter damaged, chain plate broken, rail started, and other small damage.

*Knight of the Thistle*, British ship, from North Shields for Antofagasta, put into Rio Janeiro with loss of main and mizzen masts and boats, bulwarks damaged, and about 250 tons of cargo jettisoned.

*Kinghorn*, British steamer, previously reported aground in the North Sea Canal, has got off and proceeded for Leith.

*Mountstuart*, British ship, from Rochefort, has arrived at New York, with loss of fore and main-topmasts and some sails.

*Maino*, steamer, Baltimore for London, delayed sailing until 13th, having caught line in propeller; 39 cattle suffocated.

*Nepthis*, British steamer, arrived at Gibraltar with eccentric strap broken.

*Opobo*, British and African Steam Navigation Company's steamer, ashore at Bottomless Pit, West Coast of Africa. Telegram from Grand Bassam states: *Opobo* hopeless; bottom damaged amid-ship, nine feet water in engine-room, thirteen hundred tons cargo yet aboard not possible to save, no labourers available, no steam winches; ship sanded up fourteen feet, dry inside high water, sea breaking heavily; ship strong, list starboard. *Sherbro* taken off crew; captain remains.

*Pallas*, British steamer, from Calcutta, has been passed off Brothers Lighthouse, machinery broken down, did not require assistance; repairing. Has since arrived at Suez.

*Panama*, see *Bruckley Castle*.

*Princess Beatrice*, British steamer, is ashore, New Harbour, Halifax, N.S. Water in forehold.

*Queen Victoria*, from Tacoma for Queenstown, has put into San Francisco, with cargo shifted. Jettisoned cargo to the extent of about 40 tons.

*San Marco*, with coals, is ashore San Stefano.

*Stakesby*, s. from Novorossisk for Rotterdam, previously reported to have put into the Downs with machinery disabled, has arrived at Maassliis in tow.

*Singapore*, see *Antofagasta*.

*Shalimar*, from Liverpool for 'Pisagua, has (according to telegram from Valparaiso) become a total wreck. Crew saved.

*Strathgryre*, steamer, with general goods, is aground off Nevis. Vessel was abandoned at sea, and the crew were picked up and landed at Valparaiso.

*Stakesby*, steamer, of Whitby, from Novorossisk, for Rotterdam, has been towed into the Downs with machinery disabled.

*Syra*, steamer, of Whitby, from Sundswall for Dieppe, with wood, grounded on Saltholm, but got off with assistance from Kastrup, and has been brought to Copenhagen to be examined by divers. Vessel will probably proceed.

*Tyne*, see *Helenslea*.

*Thomas Pope*, whaler, abandoned, dismantled, Point Hope, July 2<sup>d</sup>. Crew saved.

*Umcinto*, sprang a leak and foundered at Muldiva; crew landed at Colombo.

*Valparaiso*, see *Helenslea*.

*Warora*, British India Steam Navigation Company's steamer, has been in collision; slightly damaged.

END OF A GREAT STRIKE AT CARDIFF.—The great strike at Melin Griffith, near Cardiff, which has lasted four months, has been at last settled upon mutually acceptable terms, and work will be resumed on Monday next. In response to a letter of invitation sent out by the Conciliation Committee of the Cardiff Chamber of Commerce, Mr. Ben Tillet, of the Dockers' Union, writes: "We heartily concur with your desire to form a conciliation board, and shall use every means to induce all those concerned to co-operate with you in your practical and laudable scheme, and would suggest that you at once call a meeting to discuss details."

THE GRANGEMOUTH DOCKS.—A large and influential meeting of shipowners, traders, and merchants was held in the Burgh-chambers, Grangemouth, on Sept. 3, to consider the question of an improved entrance to the docks, the insufficient depth of water, the want of accommodation, and what steps should be taken to get this state of matters remedied, in order to meet the demands of the increasing trade of the port. It was resolved to memorialise the Caledonian Railway Company on the subject.

THE MEN AT THE NORE.—An incident worth recording occurred at the Nore on Sunday, Sept. 7. For several seasons Captain Samuel Mason, master of the steamer *Arran*, has presented the men at the Nore Lightship with newspapers and other literature, which has tended materially to alleviate their lonely lot. The men, to show their appreciation of this kindness, on Sept. 7, presented Captain Mason with a very handsome writing desk, the lid showing an inlaid representation of his steamer. This was accompanied by a letter of thanks for the kindness that had been shown to the men on the lightvessel. The incident elicited much applause from the passengers on board the *Arran*, some 300 in number.

## IN THE DOG WATCH.

Under the heading of "Hard on Seamen," we this week print a letter from the solicitor to the Plymouth Branch of the Seamen's Union, which letter discloses a shamefully unjust state of affairs that ought to receive the prompt consideration of the Seamen's Union, with a view to getting an alteration of the law.

Complaints against boarding-houses for seamen being so common—and so often only too well founded—we have endeavoured to establish a directory to the respectable establishments of that kind. The attempt has not yet been such a success as could be desired, and the question suggests itself whether the law should not make the licensing of seamen's boarding-houses compulsory. If such a law existed, and were properly enforced, it ought to protect the seamen.

Here, at any rate, is the experience of America in the matter. According to our esteemed contemporary the *New York Marine Journal*:—"That was a good law passed in New York in 1866 requiring the licensing of sailors' boarding-houses. For some reason, excellent law though it is, it had been permitted to fall into disuse. Since the proper vigilance has been relaxed many saloons and disreputable houses have sprung up, which are a shame and a disgrace. Fortunately, the Board of License Commissioners has reorganised. None but reputable houses can obtain licenses now, and all boarding-house keepers who violate the law will be arrested."

In the current number of that excellent and useful publication, the *Review of Reviews*, there is an account of Lord Wolsley, in which we read that he believes the Chinese to be the race of the future—that they will conquer and possess the whole world. Meanwhile, there is no end to complaints of Chinese invasion. The latest relates to the Heathen Chinese serving in British men-of-war—a quarter that might well be considered exempt from the nuisance.

### An Australian paper tells us:—

The practice of employing Chinese on board Her Majesty's ships on the China station is a matter that demands the attention of the Admiralty. It is a subject affecting not only the internal economy of our ships, but also the general discipline, and, if persisted in, may result in the serious impairment of the fighting powers of a ship of war. It is no uncommon thing to find Chinese doing duty as stokers for temporary service, which, in actual practice, generally means during the commission. The Celestials also find employment as carpenters, coopers, and lamp trimmers. Most captains on the China station find these men very useful and obedient, but the practice is a direct violation of the Queen's Regulations, and often results in dissatisfaction among the crew proper. It is a practice that has long been winked at in times of peace, but in actual war it would result in evils of no small magnitude."

### On this the *Coast Seamen's Journal* remarks:—

The grievance of which our contemporary complains is bad enough in all conscience, but when we come to consider that ships like the *Cordelia*, *Rambler*, etc., retain those Celestials when leaving the China station for Australia, it must be admitted that the evil is greatly intensified.

Quite so; and the question suggests itself who, besides John Chinaman, gains by this? If he is not paid the same wages as the European, who pockets the difference? If he is paid the same as the European, how can the country save anything by employing him?

A New York paper complains that Captain McKay, of the *Umbria*, refused to let the passengers on his ship divide the proceeds of a concert equally between needy American and British seamen, the result being "that the concert took place, the commander of the ship issuing his ukase, however, that no contribution should be taken up, thereby depriving his own countrymen of half the proceeds, which would have amounted to a snug little sum." It would be interesting to hear what Captain McKay has to say in his defence.

It has more than once been suggested that the Seamen's Union would do still more good than it has done to the seamen if it had connected with it a matrimonial agency for supplying members with good wives.

That may be so, only the hands of Mr. Wilson and his colleagues are, we imagine, full enough already, without attempting anything of that sort, and we should imagine General Booth has also enough to do. Nevertheless, the General, besides proposing to start an employment agency, announces:—

My latest work has been upon a part of the scheme in which perhaps a special interest will be taken—I mean a great matrimonial agency. How many thousands of men are there in far away parts of the earth who would be glad to get good wives and who cannot get them! How many women are there in the ranks of our home society who would make the best of wives, but who remain spinsters! Would it not be touching our social conditions intimately if those two classes, by some proper method, could be brought in touch with each other?

Certainly it would, and we wish General Booth success. The present writer has repeatedly pointed out to various speculative persons that a cargo of marriageable girls would be the most profitable that could be carried to certain parts of the world, and there is no doubt the chief of the Salvation Army will have plenty of applicants for wives, especially if he keeps other women in stock besides the members of his own organisation.

But while wishing the General success, it must be pointed out that this kind of thing seems to us rather a matter for the State than for individual enterprise. That marriage is too often a failure is one of the first facts to take into consideration, and one of the chief reasons for the failure is that people too often marry on false pretences—that is to say, during the wooing the man and the maiden each represents him or herself not as he or she really is, but as the one desires to appear in the eyes of the other. After marriage there is no further need for the deception. The real self appears, and the pair find that each has been deceived, and they are miserable.

The only way to prevent this is to make it compulsory that all marriageable persons of both sexes shall have their names entered on a register, together with full accounts of their own, and their immediate progenitors, temperament, and mental, physical and

moral characteristics vouched for in independent evidence, severe penalties being provided against the giving of false evidence. By consulting such a register people would know something of their partners before-hand, and marriage would be less of a lottery than it is. But only the State could enforce such compulsory registration. General Booth can't.

The Shipmasters' and Officers' Union of Great Britain and Ireland is receiving, as it deserves to do, valuable help from the Sailors' and Firemen's Union. For instance, it is reported that Captain Dennison, of the Wilson liner *Borodino*, could not get a crew the other day at Hull because he and his officers would not join the Union, the sailors and firemen declining to sail in a craft whose master and officers were not Unionists. The officers of Messrs. Bailey and Leatham's steamers, the *Oxford* and the *William Bailey*, showed more sense, and, joining the Union, got their crews, while the *Borodino* appears to have been detained through the obstinacy of her captain.

As will be seen from our report in another column, a very important case dealing with seamen's right to refuse to discharge cargo has just been decided in Edinburgh, where the Sheriff, after considering the practice at Leith and other home ports, decided in favour of the men, and consequently against the master who prosecuted.

**SHIP DISMANTLED BY AN ATLANTIC CYCLONE.**—The vessel *Mount Stuart*, from Glasgow, carrying a crew of sixty hands, arrived in New York yesterday, and reported having on Aug. 31, in latitude 44 deg. and longitude 58 deg., encountered a terrible hurricane, which came on with startling suddenness. A black line appeared above the horizon, and, with incredible swiftness, densely black clouds gathered overhead, heralding the cyclone which a few moments later burst over the vessel. She was thrown on her beam-ends by the first blast of the gale, and righted only to meet a tremendously high sea, which almost clean washed her deck. Men were washed off their feet, and one of the boats was torn from its lashings and smashed into fragments, and the jib and mizen topmasts were blown away. The men in charge of the wheel were driven from their posts. The next to go by the board was the fore topmast, which was quickly followed by the main topmast. For eight hours the gale raged with unabated fury, and when it ceased the vessel had not a single mast standing; her deck houses had been swept away, and, practically, she was little better than a wreck. She was consigned by Rochefort, of Glasgow, to Messrs. Simpson, Spence, & Young, of New York. —*Dailies*.

**REWARDS FOR GALLANT LIFEBOAT MEN.**—At a recent meeting of the National Lifeboat Institution, Sir Edward Birkbeck, M.P., in the chair, rewards amounting to £126 were granted to the crews of lifeboats for services during the past month. The Gorleston No. 2 lifeboat rescued the crew of five men from the stranded trawler *Favourite*, of Great Yarmouth; the Southwold No. 2 lifeboat assisted to save the brigantine *Vesta*, of Harwich, and her crew of five men; the Port Patrick lifeboat rescued the crew of four men from the schooner *General Cathcart*, of Ballywalter, which became a total wreck during a gale; and the Lowestoft No. 2 lifeboat rendered assistance to the stranded smack *Frolic*, of Lowestoft, and saved two men from the vessel's boat, which was half full of water. Rewards were also granted to the crews of shoreboats for saving life from wrecks on our coasts. Payments amounting to £3,698 were ordered to be made on the 298 lifeboat establishments of the Institution. Among the contributions recently received were £700 from Miss Pringle Kidd, to defray the cost of the Kildonan (Isle of Arran) new lifeboat, which is to be named the *David and Elizabeth Kidd*, the brother and sister lifeboat. New lifeboats have been sent during the past month to Kingstown and Carnsore, Ireland. The Cahore lifeboat has been altered and fitted with all modern improvements, and returned to its station.



## SHIPS SPOKEN.

Andreta, ship, Drim to Melbourne five days, all well, off the Doggerbank.  
 "Albuera," of Glasgow, San Francisco to Liverpool, Aug. 31, 44 N, 32 W.  
 Alexandra, three-masted vessel, London to San Francisco, Aug. 15, 24 S, 41 W.  
 Annie Bingay, from Swansea to Montevideo, Sept. 2.  
 Auretta, s., Buenos Ayres to Liverpool, all well, 14 S, 36 W.  
 Alcester, ship, from Cardiff, July 23, 17 S, 29 W.  
 Adela S. Hillis, from Glasgow, steering south, all well, Aug. 19, 2 S, 32 W.  
 "Ben," ship, from San Francisco, Aug. 31, 42 N, 53 W.  
 Birdston, of Glasgow, steering south, July 23, 1 S, 29 W.  
 Bolivia, for Buenos Ayres, Aug. 7, 13 N, 25 W.  
 Brahmin, of Greenock, London to Otago, Sept. 12, off Start Point.  
 Broughton, for Swansea, Sept. 13, 50 N, 17 W.  
 Barcoore, for Sandheads, Sept. 7, 45 N, 10 W.  
 Barunga, barque, London to Port Adelaide, steering south, Aug. 1, 14 N, 27 W.  
 Berthe, barque, of Nantes, Aug. 2, 13 N, 26 W.  
 Buffalo, s., Hull to New York, steering west, Sept. 8, 48 N, 31 W.  
 Crown of India, for San Francisco, Aug. 11, 2 N, 26 W.  
 City of Delhi, ship, all well, Aug. 23, lat. 15, long. 26 W.  
 Crown of Scotland, ship, steering WSW, Aug. 23, lat. 15, long. 26 W.  
 Clackmannanshire, of Glasgow, London to San Francisco, Aug. 27, 12 N, 27 W.  
 County of Flint, Astoria to Falmouth, Sept. 1, 44 N, 28 W.  
 Colchester, steering east, Sept. 8, 50 N, 10 W.  
 Coolen, barque, 81 days out, Aug. 26, 39 N, 42 W.  
 Columbus, for Hong Kong, Aug. 13, 27 N, 20 W.  
 Cambrian Princess, for Valparaiso, Aug. 18, 27 N, 22 W.  
 Carioea, for Valparaiso, Aug. 17, 14 N, 26 W.  
 Carl, for Liverpool, Aug. 30, 41 N, 31 W.  
 Centaur, for Queenstown, Aug. 5, 15 S, 29 W.  
 City of Madras, Canterbury for Port Talbot, July 30, lat. 29, long. 26.  
 City of Benare, Ingram, London to San Francisco, July 24, 23 S, 40 W.  
 Cormorant, of Liverpool, London to Brisbane 34 days, all well, July 28, 13 N, 26 W.  
 Coltinghame, barque, London to Melbourne, steering south, Aug. 1, 14 N, 27 W.  
 Collingwood, ship, July 26, 9 S, 29 W.  
 Denton Holme (late Star of Denmark), Sept. 4, 50 miles SE of Cape Delaware.  
 Drumlanrig, ship, of Liverpool, bound SE, Aug. 28, 14 N, 27 W.  
 Dunblane, barque, of Glasgow, Newport to River Plate, Aug. 2, 13 N, 26 W.  
 Duchess of Edinburgh, ship, Liverpool to Calcutta, Steering SW, all well, Aug. 4, 2 N, 24 W.  
 Denton Holme (late Star of Denmark), British barque, Aug. 2, 7 S, 27 W (not Sept. 4, 50 miles SE of Cape Delaware, as before reported).  
 Eusemere, four-masted ship, of London, all well Aug. 7, 1 N, 29 W.  
 Espina, s., Wilmington (N.O.) to Lubec, Sept. 1, lat. 35, long. 64.  
 Ella, barque, of Aberystwith (supposed) (HSBG), steering SSW, July 4, 34 S, 17 E.  
 Fannie Tucker, for Hong Kong, Aug. 1, 28 S, 29 W.  
 Famenoth, English barque, bound south, Aug. 4, 3 N, 23 W.  
 Gloria, of Swansea, Cape Town to Swansea, Aug. 29, 35 N, 32 W.  
 Galatea, for Liverpool, July 30, 32 S, 32 W.  
 Glendovey, of Aberystwith, steering north, June 30, 48 S, 83 W.  
 Glenmorag, ship, steering SW, Sept. 11, off the Smalls.  
 Halcione, British barque, steering south, all well, Sept. 2, 14 N, 26 W.  
 Ida, three-mast schooner, Menado to Lisbon 15 days, Aug. 27, 34 N, 34 W.  
 JBPS, British ship, Rio for New York, Aug. 2, 36 N, 74 W.  
 Kinkora, for Portland, July 12, 55 S, 63 W.  
 Kiandra, Aug. 6, all well, 12 N, 25 W.  
 KVNJ, s., bound south, July 4, 11 S, 33 W.  
 Lord Clyde, Cape Town to Swansea, Aug. 28, 39 N, 37 W.  
 Loch Rannoch, steering south, July 24, 15 S, 29 W.  
 Loch Linthe, New York to Java, Aug. 27, 41 N, 41 W.  
 Laura, barque, steering SSW, Aug. 9, 13 N, 28 W.  
 Loch Ness, ship, Glasgow to Melbourne, Aug. 7, 5 S, 26 W.  
 "LKDT" (British barque), steering south, Aug. 27, 12 N, 26 W.

Lillesand, of Lillesand, steering south, all well.  
 Limena, British barque, Hamburg to Callao, June 24, 14 N, 26 W.  
 "Leclair," for Swansea, Aug. 13, 22 N, 33 W.  
 Morna, Rangoon to Liverpool 108 days, all well, Sept. 8, 42 N, 27 W.  
 Mentor, for Rosario, Aug. 7, 13 N, 25 W.  
 Maori, British barque, bound west, Sept. 4, 47 N, 47 W.  
 Moel Tryvan, British four-masted ship (KCSP), Cardiff to Spencer's Gulf, July 29, 11 N, 26 W.  
 Maria C., bound west, all well, Aug. 30, 36 N, 47 W.  
 Micronesia, Greig, San Francisco to Dunkirk, Aug. 8, 42 N, 117 W.  
 Mendoza, barque, bound SW, all well, Aug. 30, 44 N, 9 W.  
 Madeira, of Glasgow, all well, Aug. 22, 18 S, 38 W.  
 Moel-y-Don, four-masted barque, bound south, 37 S, 53 W.  
 Newman Hall, for Rio Janeiro, Aug. 18, 27 N, 22 W.  
 Napoleon, St. Vincent (W.I.) to Dordt, Sept. 1, 46 N, 25 W.  
 Orpheus, New York to Java, Aug. 26, 44 N, 44 W.  
 Ocean Spray, of Fowey, Sept. 11, 49 N, 7 W.  
 Othelberht, barque, for New Zealand, steering south, Aug. 1, 14 N, 27 W.  
 Peterborough, Philadelphia to Japan, Aug. 27, 41 N, 41 W.  
 Persian Empire, for London, Aug. 17, 14 N, 26 W.  
 "Pung Seec," barque, bound north, July 22, 8 N, 122 E.  
 Paulus, of Stavanger, Cardiff to Buenos Ayres, July 27, 10 N, 27 W.  
 Persian Monarch (? Persian Empire), Wellington to London 90 days, Sept. 14, 48 N, 14 W.  
 QSRM (German), Aug. 7, all well, 13 N, 25 W.  
 Queen of the Fleet, barque, of Dorchester (N.B.), Sept. 10, lat. 50, long. 22.  
 QHWW (barque), steering north, Aug. 13, 23 N, 37 W.  
 Rokeby Hall, of Liverpool, 4 N, 33 W.  
 Return, of Greenock, steering south, Aug. 26, 19 N, 24 W.  
 Recovery, Davison, Rio Janeiro, to Sandy Hook, lat. 37, long. 75.  
 Shakespeare, for Pensacola, July 23.  
 Stanmore, from San Francisco, July 19, 53 S, 53 W.  
 Sumatra, barque, steering NNW, Aug. 10, 16 N, 26 W.  
 Strathlyon, steering west, Sept. 4, 39 N, 21 W.  
 Sumatra, Hong Kong to Hamburg, Sept. 12, 16 miles SW of Needles.  
 Star of Bengal, for Havre, Sept. 10, in Channel.  
 Sudbourn, ship, Calcutta to Hamburg, Aug. 21, 33 N, 39 W.  
 Stuart, barque, Hamburg to Melbourne 21 days, Aug. 17, 25 N, 27 W.  
 Samaria, s., bound west, Sept. 13, lat. 51 N, long. 15.  
 Sepia, barque, London for West Australia, Aug. 4, 12 N, 26 W.  
 St. Magnus, barque, steering SW, Sept. 7, 49 N, 8 W.  
 Sierra Colonna, Aug. 18, 13 N, 28 W.  
 Thyatira, barque, steering south, Aug. 22, 3 S, 39 W.  
 Thirlmere, of Liverpool, 4 N, 23 W.  
 Trave, s., Southampton to New York, Sept. 13, 50 N, 16 W.  
 Victoria Bay, Wallaroo to Falmouth, Aug. 29, 40 N, 37 W.  
 Ville de Dieppe, bound west, Aug. 31, 33 N, 32 W.  
 Vallejo, British barque, West Coast of South America to Falmouth, Aug. 10, 15 N, 23 W.  
 Victoria Bay, for Falmouth, Aug. 29, 40 N, 27 W.  
 Willie Rosenfeld, for Liverpool, Sept. 9, 50 N, 7 W.  
 Willow Bank, for London, Sept. 1, 43 N, 31 W.  
 WKVQ, British ship, for London, all well, 49 N, 7 W.  
 WBJR, ship (supposed WBJR, British, Andora), Cardiff for Mauritius, July 22, 2 S, 27 W.

THE NEW YORK BOARD of Marine Underwriters have awarded the pilots of the Delaware pilot boat *Howard* the sum of 900 dols. for their efforts in bringing the disabled English steamship *Andes* into the Delaware Breakwater. The ship and cargo were worth over 150,000 dols.

THE DOCKERS' UNION.—The Executive Council of the Dockers' Union state that owing to "the heavy drain upon our funds through the many disputes having reduced our balance," it has been decided "that a levy of one shilling per member be imposed on all members, the same to be paid by the 27th instant, or to be added to the member's arrears." Further, it has been resolved that in future "no Branch secretary shall be allowed to draw commission on the contributions of more than 500 members."

## CO-OPERATION AT THE LONDON DOCKS.

In a statement which they have made, the Executive Council of the Dock, Wharf, Riverside, and General Labourers' Union, say: "The fact that the practicability or otherwise of applying the principles of co-operation at the London Docks has been under discussion between the dock directors and the Union Executive, has afforded subject for public comment and discussion. Let it be clearly understood by all that nothing has been done or will be done without due consultation with the membership affected. Let it also be clearly understood that the Union will not for a moment entertain the idea of ever becoming a sub-contractor. Let it also be clear that stevedores need feel no concern as to any action our Union is likely to take, as any co-operative loading would be such loading as is recognised to be dockers' work. This limits discussion as regards the discharge of ships at the docks to ourselves and the shipowners or merchants. The Hill Line and the National Line have officially expressed their willingness to enter into a compact with the Union direct. In that case quay work would be covered also, the shipowners renting quays and machinery from the Dock Company. Where the Dock Company will still continue to discharge, we may very properly discuss the advisability of taking over the quay work from the company at a contract price to be agreed upon, the Union assuming entire responsibility in the matter of employing the men and of carrying out the contract. Many complaints have been received by the Executive from the Dock Company and shipowners of the delays caused through ineffective work and the numerous petty disputes which arise. That our men are at fault to some extent is admitted. Hence the willingness of the Executive to seriously consider some other basis of working arrangement than that now in vogue; but after admitting this, we are bound to say that a ship discharged under the old nigger-driving method of a year ago, in 60 hours, cannot be discharged under proper conditions in less than 75 hours, or one-fourth more time than under the sweating system. In discussing the possibility of applying the co-operative principle, due regard will be paid by both sides to keeping entirely clear of the old contractor, who will not be admitted under any guise whatever. The Executive will decide how many shall constitute a gang, and those gangs will not be altered without Executive instructions. But there is no great hurry for the new departure. Ample time to consider it in all its bearings must be allowed, and when tried it will be only over a small area at the start, so that if we find it necessary to draw back, we shall be able to do so."

BLACKLEGS AT CARDIFF DOCKS.—On Saturday evening the steamer *Warkworth*, owned by Messrs. Watts, Ward & Co., of London and Cardiff, left the East Bute Dock, Cardiff, for St. Vincent. She had been detained a day after being loaded owing to a difficulty respecting the crew, some of those who had been shipped being non-Union men. An effort was made by the Seamen's and Firemen's Union to prevent any but Union men going in her, but the owners having been one of the first firms to recognise the Union it was deemed advisable to communicate with them privately, and not insist upon the vessel being detained pending a settlement of the difficulty. It is stated that the crew comprised several foreigners, who cannot speak English. A large number of sailors, trimmers, and dock labourers assembled on the pier-head on Saturday evening to see her leave, and there was a considerable amount of hooting and other manifestations of indignation as she steamed out. As a parting salute she dipped her foremast head flag three times when steaming into the entrance channel. The officials of the Union intimate their intention of watching her movements and making further endeavours to secure the discharge of the "blacklegs."

LAUNCHING OF A MISSION STEAMER AT HONG KONG.—Bishop Burdon, of Hong Kong, conducted last month a dedicatory service at the launching of a new mission steamer in Hong Kong Harbour, to carry the seamen's chaplain and the Missions to Seamen reader to and fro from ship to ship on the waters of that distant port. After three years' patient working and collecting funds, largely from sailors themselves, the mission steamer *Day Spring*, as she was named by a daughter of Sir Henry Parkes, successfully all off the ways into the waters of Hong Kong Harbour. Thanks to many kind and liberal friends in England and at Hong Kong, the *Day Spring* is launched free of debt. A bottle of pure water was broken on the bows as the vessel slid off, instead of the traditional wine.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

**AMBLE.**—G. H. Guthrie.

**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.

**ARDBRECHAN.**—W. Galbraith, 59, Glasgow-street.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

**BARRY DOCK.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

**BELFAST.**—R. Price, 41, Queen-square.

**BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

**BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.

**BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

**BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

**BRISTOL.**—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. — solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

**CALCUTTA.**—70, Bentinck-street.

**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

**CORK.**—Michael Austin, 6, Patrick-street.

**DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

**DROGHEDA.**—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

**DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

**DUMBARTON.**—J. McNee, Kirk-street, agent.

**DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7.30 p.m.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.

**GRANGEMOUTH.**—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

**GREENOCK.**—E. Donnelly, 16, East India Breast.

**HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

**HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, at 7.30 p.m.

**KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.

**LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

**LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL.**—(North End).—T. Connerty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate.

**LONDON (Tug-Post Branch).**—G. Donaldson, 5, Jeremiah-st., East India Dock-road, secretary.

**LONDON (Derry).**—A. O'Hea, 27, William-street.

**LOWESTOFT.**—J. Linler, assistant secretary, 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

**MARPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary; resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLESBRO'**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 1, Nile-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

**NEWRY.**—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.

**PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; R. J. Trimmer, 26, Olive-crescent, Cogae, Penarth delegate; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Friday evening, 7 p.m., at the office.

**PORT GLASGOW.**—E. Donnelly, 16, East India Breast, Greenock.

**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

**SHIELDS (North).**—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

**STOCKTON-ON-TEES.**—E. Page, sec.; T. Potts, Palatine Hotel, Bridge-st., agent; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 p.m., at 174, High-st., East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-st.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st. WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyers, Main-street.

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NORTH SHIELDS.—Union Seamen's Home, 31,

Duke-street.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SOUTH SHIELDS.—Sailors' and Firemen's Union

Boarding-house, 81, East Holborn

**NOTICE.**

SUNDERLAND BRANCH.

All secretaries are requested to stop Christopher

Barnes, 3, Dock-street, No. 7473, from signing,

and also all members are requested not to ship

with him until such time as he makes himself

straight with the Union, and pays his fines.

By order of the Committee,

W. C. LONSDALE.

Sept. 9.

ALL SEAMEN COMING TO GRIMSBY,  
GO TO

**JOHN ODLING,**  
TAILOR, CLOTHIER, & OUTFITTER,  
10, CLEETHORPE ROAD,  
GRIMSBY.

**J. J. HERDMAN,**  
LYNN HOUSE, CHAPEL STREET,  
KING'S LYNN

(TWO MINUTES' WALK FROM THE DOCKS),

Keeps a good and well-assorted Stock of  
**SEAMEN'S OUTFITTING.**

Special Attention given to the

**SPECIAL MEASURES TAILORING DEPARTMENT.**

YOUR ORDERS RESPECTFULLY SOLICITED.

Note Address.—HERDMAN, CHAPEL STREET.

**TOWER HILL BRANCH.**

NOTICE TO MEMBERS.

The above Branch is removed to  
more commodious premises im-  
mediately over Lockhart's Cocoa  
Rooms, on Tower Hill, where mem-  
bers will find every convenience  
for reading the news or writing  
letters while waiting for their ships  
to sign or pay off.

All communications to be ad-  
dressed to "17, King-street, Tower  
Hill."

J. WILDGOOSE,

Secretary.

**SAILORS' AND FIREMEN'S UNION**  
TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-  
GOOSE, 17, KING STREET, over Lockhart's  
Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET,  
on and after January 31, 1890, WILL NOT  
BE RECOGNISED AS A PAYMENT TO THIS  
UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,

General Secretary.

**TO ADVERTISERS.**  
NOTICE.

Every Master and Mate in the Merchant  
Service of Great Britain should, at every  
opportunity, buy the paper SEAFARING,  
as its columns are the only place to  
find what is transpiring in the cabin and  
on the bridge regarding the welfare of  
our deck officers. Places of business  
would do well to advertise in SEA-  
FARING, as the paper falls into the  
hands of the Masters, Mates, and  
Engineers, as well as the Seamen and  
Firemen.

On behalf of the Shipmasters' and Officers' Union.

GEO. T. LUCCOCK, Sec.

All Seamen going to GRANGEMOUTH should pay  
a visit to

**WALKER & CO.,**  
DRAPERS AND OUTFITTERS,  
GRANGE ST., GRANGEMOUTH.

Where there is always a large selection of reliable  
goods to choose from.

Largest Stock of Ready-made Suits, Shirts, Flannels,  
Seminis, and all descriptions of Underclothing required  
by Seamen.

Braces, Collars, Ties, Boots, etc., etc.

Suits Made to Measure in best possible style by experienced  
workmen, from 40s. to 45 10s.

Large Assortment of Oilskin Coats, Trousers, and South-  
westers of our special guaranteed make.

**TO THE FISHERMEN**  
OF  
GREAT BRITAIN & IRELAND.

The promoters of the National  
Federation of Fishermen of  
Great Britain and Ireland  
recommend all Fishermen  
who wish to protect their  
interests and improve their  
position to buy and read the  
Weekly Newspaper called  
"SEAFARING," which has  
done so much to make the  
Sailors' and Firemen's Union  
the great success that it now  
is, the said newspaper having  
undertaken to advocate the  
cause of the Fishermen.

By order of the Executive.

**NOTICES.**

"SEAFARING,"

Published every Saturday, price One Penny.  
Will be sent to any part of the United Kingdom,  
post free, at the following rates of subscription:—

Twelve Months ... .. 6s. 6d.

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Three Months ... .. 1s. 8d.

SEAFARING will be sent at the same rate, post  
free, to any of the countries comprised in the Postal  
Union.

All subscriptions must be paid in advance.

**TO CORRESPONDENTS.**

Correspondents must write on one side of the  
paper only anything meant for publication, and  
address, not to 36-40, Whitefriars-street, but to  
150, Minories, London, E.

All communications should be addressed to  
ARCHIBALD COWIE, SEAFARING Office, 150,  
Minories, London, E., to whom remittances must  
be made payable. (Post Office Orders at Minories,  
London, E.) The Editor declines all responsibility  
for rejected manuscripts, although when stamps  
are enclosed he will endeavour to return such  
matter as he may be unable to use.

Communications arriving so late as  
Thursday cannot be guaranteed in-  
sertion.

**Seafaring.**

SATURDAY, SEPTEMBER 20, 1890.

**MUCH NEEDED.**

That sailors have even a stronger claim  
than most working men to an eight hours  
day few, if any, sailors will be found to  
dispute, and it may safely be predicted that  
if an eight hours day should be fixed by  
Act of Parliament, sailors will not be  
exempted from the benefit of that Act. As  
Mr. Wilson pointed out at Sunderland the  
other day, three watches are required to  
enable sailors to get enough rest. Three  
hours and a-half rest—liable to be broken  
at any moment by accident, bad weather, or  
the caprice of officers—is far too little  
for young and vigorous men, as sailors  
generally are. It is, moreover, the experience  
of most of us, whether old or young, that  
we require more sleep at sea than ashore,  
and nobody can for a moment dispute that

a man who gets sufficient rest is capable of double the work that can be performed by a man who does not get sufficient rest. The work of the ship, and therefore the owners themselves, would gain by the change. But this the owners will probably fail to see. Considering how enormous is the capital invested in the merchant shipping of this country, and how vitally important that industry is, not merely to the capitalists immediately concerned, but to the commerce and even the very existence of the nation, it is astounding to observe with how little wisdom the action of many shipowners is governed. Change of any kind they usually resist, simply because it is change. To any proposed change likely to have the immediate effect of conferring a benefit on the seaman, these sapient shipowners offer the most frantic opposition, imagining that whatever benefits the seaman must necessarily injure the shipowner. There could be no greater delusion than to imagine anything so absurd, and this monstrous delusion is at the root of much of the existing friction between shipowners and seamen. It is a thousand pities that the shipowner does not understand the seaman better than this. If he did, he would be aware that the seaman is not such a fool as to aim at killing the goose that lays the golden egg. The seaman knows very well, that to demand what owners cannot afford to give, is foolish in his own interests, as he is bound to be defeated. The seaman knows very well, that if he is to get employment, the shipping trade of the country must be carried on, that it cannot be carried on except at a profit, and that if he destroys the shipping trade he injures himself. It is not the injury of the shipowner or the shipowner's trade that the seaman aims at, but merely at the improvement of his own condition. If shipowners would but understand this, they might save themselves much trouble and expense. But, unfortunately, seamen have been so helpless and down-trodden in the past, that shipowners grew accustomed to regard them as mere slaves or machines, and now that seamen, like other toilers, have been aroused to the knowledge that they are men and not machines, too many shipowners are unable to realise what has taken place, and insist in regarding it as downright mutiny on the part of their *employés* to ask for anything. Some shipowners are enraged at what they consider the seamen's "impudence," others are horrified at what they consider "revolution," and nearly all are more or less terrified at the Seamen's Union, which they so lately affected to despise. The result is that certain of the owners have combined together to crush the Seamen's Union, and boast that they have got £80,000,000 to do it with. No doubt they will make a hard fight against the Seamen's Union. Let us hope that their methods will not be less fair and honourable than the seamen have adopted. Should the Federation employ against the Union—as it is rumoured some shipowners did—disreputable characters, the seamen need not fear the £80,000,000. But it is not prudent to despise one's opponents. It is safer to overrate than to underrate their strength. It is, perhaps, too much to expect that the Federation will be guilty of such folly as to employ tools that will only injure itself. The fact, however, remains that what seamen have to do is not to sneer at this new opponent, but to strengthen their

own Union as far as possible; for assuredly neither the eight hours day nor any other reform will be obtained if the shipowners can defeat us.

## SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

### LONDON DISTRICT.

The usual weekly meeting of the Tidal Basin Branch was held Sept. 12, 1890, Brother Starr, the president, in the chair. The new members for the week (14) were duly admitted, making a total up to date of 3,368. Bro. Clark complained of several members working with non-Union men on the s.s. *Silvertown*. It was unanimously resolved that they be summoned to the next committee meeting to answer this grave charge. It was decided that the secretary communicate with the secretaries of the other London Branches in reference to having a joint committee meeting every fortnight.

The usual weekly meeting of Green's Home Branch was held at the Wade's Arms on Thursday, Sept. 11, Mr. Evans in the chair. It was resolved that runs to the Continent shall not be allowed, except double runs back to a port of the United Kingdom, also that the Branch be represented at Sunday's demonstration with band and banner, in aid of the Australian strike fund, and that as requested by Glasgow friends, the banner be sent down to the annual general meeting in charge of the Branch delegates. It was also decided to apply to head office that a delegate be appointed for Millwall, that the name of C. Wells be published in SEAFARING for the action taken by him in representing himself as a delegate. Geo. Baker, 3,876, Tower Hill Branch, having lost three ships within one month, members and engineers will please take note that he cannot be relied on.

A district meeting of the London Branch committees was held at the Wade's Arms on Monday, Sept. 15, Mr. Whitehead in the chair. The following Branches were fully represented:—Tower Hill, Green's Home, Tidal Basin, Grays, and Gravesend. On the motion of Bro. Starr, it was decided to hold a public meeting at Poplar, on Tuesday, Sept. 30, to still further organise the cooks and stewards of this port. The best thanks were tendered to the Southampton strikers for the plucky stand they have taken for an increase of wages, etc.

### LIVERPOOL BRANCHES.

On Thursday, Sept. 11, a special general meeting was held to discuss business of importance. The secretary read the rules of Federation which had been drawn up and submitted by the general secretary for alterations or amendments. Mr. T. Connolly, secretary of the Bootle Branch, expressed his views of the matter, as did also Mr. J. Rogers and others. On the motion of Mr. Rogers it was resolved that this meeting cordially approves of the proposed Federation scheme, and unanimously approves of the district secretary being empowered to take the necessary steps to bring the question under the notice of all other classes of organised labour connected with the shipping industry in the Mersey district, and convening a public meeting at the earliest possible date to give effect to the scheme. The Australian strike appeal was read, and the action of the general secretary approved.

At a general meeting on Monday night, Sept. 15, Mr. J. Conway was in the chair, Mr. J. Rogers in the vice-chair, it was decided that the amount of money due to the head office according to rule be forwarded. The bill for goods supplied to the Branch by the head office was directed to be paid. The election of delegates to Conference was directed to stand over for a week, and that an endeavour be made to get as many members to attend as possible. Mr. Logan then gave an address on the principles of the Union generally, and referred to the working of other ports, showing the difference existing between Liverpool and most other places. He also referred at some length to the promoters of the rival Union, and the objects they had in view. Having a personal acquaintance with several of the officials, he predicted that their efforts would be futile.

A meeting of the Bootle Branch was held on Tuesday, Sept. 16, and Mr. J. H. Wilson, attended. Mr. J. Goodman, secretary of the Liverpool Trades Council, presided, and after the usual business, addressed the meeting, and gave his views of the Shipowners' Federation and their eighty millions of capital. He thought that, if they (the ship-

owners) had paid proper wages to their seamen and firemen, who had built up these Companies by their labour, they would not have been able to amass this wealth to try and crush the men who had helped to make it for them. He likened the two organisations to two men in a narrow passage, where they could not get past each other without one going back, and if they were both stubborn and came to blows, the weakest one must give in, and he did not think it would be the sailors and firemen. Mr. Wilson then spoke. He said it was two years now since the Union commenced, and the progress made was extraordinary, over 100,000 members being on the books. The shipowners were getting so frightened that they had got up a combination of themselves with the enormous capital of eighty millions to try, as they say, to put down the tyranny of the Sailors' and Firemen's Union. The tyranny was that the sailors and firemen were trying to better their position in life, to get a fair day's wages for a fair day's work, and better food and accommodation which they were fairly entitled to. He also made some remarks about last year's struggle in Liverpool, and the splendid fight the men made in a very weak condition through lack of funds against the employers, and also remarked about a lot of men in Liverpool were standing aloof, and are too cowardly to help to fight the battle like other men, but at the same time held out their hand for the advance in wages. As a man who had fought and suffered, he exhorted the members to endeavour by every means in their power to try and get these men into the fold, not to depend too much on their officials, but help to fight the battle themselves. He also spoke of the necessity of passing a special levy to help them to fight this great combination of shipowners, in case they made any attack on the Union, to be paid in instalments of 6d. and upwards within six months. He was firmly convinced that such a levy was absolutely necessary, otherwise he would not ask it. He further spoke about how some papers had said that the Sailors' and Firemen's Union would be wanting armchairs for their members next, and the officers would have to occupy the forecabin and the men the cabins. He (Mr. Wilson) thought this would be a very good plan as the men had to work much harder than the officers, and consequently required better and more nourishing food and better accommodation and sleeping rooms, which they had not got at present. He compared the men's rooms (even on the largest and most fashionable liners) to pigsties, and their food, such as many rich men would not give to their dogs, and how he was determined that they would make a great effort to alter it. He also referred to the eight hours' question, and the advantages seamen and firemen would derive from it, how it would cause more men to be employed which would prevent undermanning, being about three watches instead of two, more leisure on board ship, and last but not least, more wages. It was proposed by Mr. G. Sheildan that the meeting unanimously accept the levy, and pay it within six months. This was seconded by Mr. Edwd. Docherty, and carried with two dissentients. After votes of thanks all round, and three cheers for Mr. Wilson, the meeting adjourned.

### GLASGOW BRANCH.

At the weekly meeting held in Typographical Hall, 102, Maxwell-street, Sept. 11, a complaint pending against the president, Bro. W. Ruthven, he declined to take his seat as chairman. Several names being mentioned to fill the vacancy for the evening, Bro. McQuillan was about to take the chair, when Bro. W. James, one of our V.P.'s came into the hall, and was unanimously called to the chair. Business then was proceeded with, the minutes being unanimously adopted. The committee minutes were next read. Comments being asked, Bro. W. Ruthven gave an account of his visit to the s.s. *Pine Queen*, emphatically denying the accusation brought against him by two members who formed part of the crew of that ship, contending at the same time that the members mentioned were not there, although they had appeared before the committee and gave their statement of Mr. Ruthven's conduct. Several members having had their say on the matter, Bro. McCoo moved, and Bro. Stewart seconded, that the fine imposed on Mr. Ruthven be not enforced, but that as it was his first offence he be asked to apologise. Fifty-two voted for this motion, only 10 voting that the committee's ruling be adhered to. Bro. Ruthven then apologised, and this ended the controversy. The secretary then gave a brief summary of the work purposed being done on behalf of the seamen and firemen by the Parliamentary Committee of the Trades Congress as resolved upon at the late sitting in Liverpool, the members receiving the same with applause. Correspondence was next read, also the financial statement for the week, and was unanimously accepted. A complaint that was lodged by R. Scott was next gone into, the complaint setting



forth that contrary to the rules drafted for shore workers, two members, named respectively Robertson and Gourlay, had had themselves booked for a run to Southampton. Bro. R. Scott explained the nature of his complaint, the same causing an extra amount of discussion and loss of valuable time. Latterly a motion was made by Bro. McGregor, seconded by Bro. McCoo, that as there was no one actually engaged to go the run, any financial member would be eligible to be booked. Bro. Scott still contending that the two members specified had not the right to get the run. A vote being taken on the question, 40 voted for Bro. McGregor's motion, and only 20 for Scott's. This bringing new business to the front, Bro. P. Carlin brought up the question of a new code of rules for all shore workers, a committee to be formed to draw out the same, and to be submitted to the Branch Committee and general meeting for approval. His object in asking that this should be done, was to destroy the present system of one man outdoing another in contract work, and also runs, and if the code of rules should be approved of they could be printed and issued in handy carrying form to all members at cost price. Bro. P. Carlin moved, Bro. McGurn seconded, that Monday, Sept. 16, be set apart for the first meeting to be held in the offices, 15, James Watt-street; this was carried unanimously, and closed the meeting.

#### PORT GLASGOW BRANCH.

The usual fortnightly meeting of this Branch was held Sept. 9 in the Oddfellows' Hall, Mr. Seamon Williams in the chair. According to instructions received from Headquarters, the Branch appointed Mr. Williams to be the delegate for Port-Glasgow district for a period of two months. The new secretary, Mr. G. W. McNaught, having been introduced, the members extended to him a cordial welcome, which was responded to in a suitable manner. The consideration of various minor matters brought the proceedings to a close.

#### CARDIFF BRANCH.

The usual meeting was held on Monday, Sept. 15, at the Club Rooms, Wyndham Arcade Hotel, Mr. Chubbs presiding. The financial statement was received with great applause. Correspondence was read, including an appeal from head office in reference to the Australian strike. The secretary said £1,000 had been voted by the Executive Committee in aid of the strikers. It was a struggle on the part of the seamen and firemen of Australia for a recognition of their Union. They were not asking for an advance of wages, nor for better service, but simply for recognition of their Union, which the owners would not concede. They sought to deprive its members of the right they enjoyed in the right to say who they would sail with. The same action was being taken by the shipowners of this country, but they would find that the English seamen and firemen were as determined to fight as the strikers were in Australia. It was their bounden duty to assist their brothers in Australia. Mr. Evans proposed that the sum of £100 be sent to them, Mr. Clippett seconded, and it was carried. The following were elected representatives upon the Local Marine Board about to be established at Cardiff:—Messrs. Harrison (Barry), and Francis Brooks (Cardiff).

#### LEITH BRANCH.

The usual weekly meeting was held on Tuesday, Sept. 9, in Lifeboat Hall. Bro. W. Leask presided, in the absence of the chairman, and Bro. R. Allen acted as vice-chairman. The report of the delegate to the Trade Union Congress at Liverpool was well received, and a hearty vote of thanks was accorded him. The secretary reported the case of the s.s. *Moravia*, and his action was unanimously approved. When the ship left Leith on her voyage, the crew complained of the steward not being a member of the Union, and when she came to Bo'ness they gave notice that they would leave her unless he joined the Union. But it was found that the legal notice would not expire while she was in port; therefore the crew continued the voyage, the notice not being withdrawn. On the ship's return to Dundee, it appears that the secretary there had an interview with the crew, and also with the steward, who is a foreigner. The result was that the secretary, Mr. Millar, sent a letter to the secretary of this Branch, reporting the interview, during which the steward had said to him that the Sailors' Union "was composed of a lot of drunken, careless, and dissipated men, totally unfit for him to be among." When the vessel arrived in Leith, the discharge of the cargo was begun, but, on learning the grievance, the dock labourers knocked off work, and the vessel lay idle for the rest of the day. The officers had to discharge her, the crew refusing—

but very little was done. On Monday the s.s. *Livonia* arrived, and on their hearing what was the matter the crew gave notice to leave the vessel. Shortly afterwards they were asked to work the cargo (the dock labourers having also knocked off) but they refused. In the meantime a crew of non-Unionists were got for the *Moravia*, which got away on Tuesday afternoon for Bo'ness with all her bunting flying, but on arrival there it was found that the Bo'ness dock labourers had agreed to stand by their Leith brethren until the steward tendered an apology to the National Sailors' Union for the words he had used. Nothing was done for two days, and at the end of that time a special train arrived in Bo'ness with some blacklegs to act as trimmers, but this did not end the dilemma as no one could be got to work the hoists. Two men came from Burntisland, but immediately on learning the state of affairs they returned, cheers being given on their departure. On Saturday a beginning was made to load her, the engineers working the hoists under police protection, and the loading is going on very slowly. At the time of writing it is expected she will take a day or two to be finished, although she has been in Bo'ness exactly a week. In connection with the s.s. *Livonia*, the day after leaving the ship the crew were served with summonses to appear at the Sheriff Court. Evidence was given to show that it was not the custom for a British crew to work cargo in a British port, and ultimately the Sheriff dismissed the defendants on that ground. It may be interesting to seamen to know that the captain of the *Moravia* has lodged a charge of intimidation against the secretary with the Procurator-fiscal for persuading him against employing the steward.

#### DUNDEE BRANCH.

The usual weekly meeting was held Sept. 15. Mr. A. McDonald in the chair. A letter was read from the steward of the s.s. *Mayfield*, asking the members to re-consider their decision as to the fine inflicted upon him for having refused to come out along with the other men belonging to the s.s. *Mayfield* during the Methil strike. He explained that owing to the articles he had signed, if he had left his ship he would have been a deserter, liable to forfeit his eight days' pay, also all clothes belonging to him. It was decided that the matter stand over until the steward is able to be present to give an explanation. E. Cartarge complained of the secretary having stopped him from working along with blacklegs, and taking work which belongs to the dock labourers, namely, working in the hold of a ship. It was the unanimous opinion of the members that the secretary had done quite right.

#### GREENOCK BRANCH.

The usual fortnightly meeting was held Sept. 8, in the office of the Branch, Mr. A. Marshall presiding. The usual routine of business having been disposed of, the meeting proceeded to the election of a secretary in the room of Mr. Donnelley, who has been promoted to the charge of the Antwerp district. On the motion of Mr. B. Donnelley, seconded by Mr. J. Russell, the election of Mr. G. W. McNaught was unanimously sustained. On account of the many and valuable services rendered to the Branch by Mr. Donnelley, it was agreed that the members should recognise such services by presenting to Mr. Donnelley some token of the esteem in which he was held, and also that it be minutes that while heartily rejoicing in Mr. Donnelley's promotion, it was a matter of regret that the Greenock Branch were losing the services of a gentleman who was in every way worthy of their esteem and confidence. At the meeting the question of sending the thousand pounds to help the strikers in Australia was considered, and it was without a dissentient voice heartily approved of.

#### SUNDERLAND BRANCH.

This Branch held its usual weekly meeting on Sept. 15, at 174, High-street East, Mr. W. Airson in the chair. The secretary read the minutes of the previous meeting, which were confirmed. The secretary read a letter from Mr. J. H. Wilson, together with a copy of a letter sent to him by the steward of the s.s. *Princess*, which was very insulting. A letter was read from the captain and engineer of a steamer, to the effect that a member had been passing his card to a non-Union man. This member was fined for the offence. A complaint was made against the action of the Marine Engineers' Union. A member said he had agreed to go as engineer on board of a steamer and was stopped by the official of that Union. The secretary was requested to write to the officer of the society. It was also stated that there was a donkeyman on board of a steamer in the dock who had not the Union rate of wages. It was decided to stop him and see that he got the Union rate. Several members who were present complained of

the conduct of Messrs. Pinkney & Co. They alleged that they had signed in the *Patapaco* to be paid off in the United Kingdom. After a voyage of six weeks they came to the Continent where they were paid off though the ship was coming to the port to get bunker coals. The secretary was instructed to write for twenty-five reports of Trade Congress. A ship signed here on Sept. 18, and the mates were compelled to join the Officers' Union, though they said that they would sooner lift their bags, but they did not do so. The shipowners here are very indignant that the Union should compel officers to join, but it is our opinion that men are not much account that have to be compelled to join anything to their benefit. Shipping is not quite so brisk here as it was two or three weeks since, but a good many ships are expected in the course of a week or so.

#### NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held on Sept. 12, 1890, Mr. G. Jackson objected to Mr. Errington taking the chair, as he had some serious charges against him. Mr. Errington said he would leave it to the members whether he took the chair or not. It was resolved that Mr. Johnson, of Wallsend Branch, take the chair, to enable Mr. Errington to give his defence. The minutes having been read, a long discussion ensued. Mr. Neilson spoke upon the minutes, and said that he had some corrections to make, viz.: first, the resolution regarding the cooks and stewards should be "for the comfort of the crew as well as passengers"; secondly, that it was not passed that Mr. Errington receive a day's work when he met the masters at Wigham Richardson's. Mr. G. Jackson said he begged to differ from Mr. Neilson, as he was the mover of the resolution that Mr. Errington receive a day's work. A discussion followed regarding the case of the firemen of the s.s. *Warkworth*. It was resolved that firemen should abstain from doing donkeyman's work unless engaged as such. The vote of censure upon Mr. Mansell was withdrawn. After a long discussion regarding the case of the men at Wigham Richardson's, the meeting was adjourned. A general meeting was held Sept. 15, Mr. Randall presiding. Mr. Nicholson then explained the absence of Mr. Mansell, and said that he had received an invitation from the Mayor to a dinner, and that he (Mr. Mansell) would attend the meeting as soon as possible. Mr. Nicholson read the minutes, and it was decided that they be adopted with Mr. Neilson's corrections.

#### HARWICH BRANCH.

At a meeting on Friday, Sept. 12, at which there was a fair attendance, Mr. E. Cottermole presided, Mr. G. Stewart, the secretary, addressed the members, and said he was pleased to see that most of the seamen in the Navigation Company's boats trading here were joining the Union, and hoped that each member would do his "level best" to induce his brother seamen to join, and especially the men in the employ of the Great Eastern Railway Company, who were very badly paid, the seamen in the company steamers only receiving 25s. per week, and 28s. 6d. per week when they made two trips, which he considered very poor pay. Yet some of those men were afraid to join the Seamen's Union for fear they would get discharged. Well, if they did they could go elsewhere and get 32s. 8d., and be paid for all overtime. Surely they could see how much the seamen of other ports had benefited by their Union, and why not here. He hoped they would soon see their way clear, as now they had a good opportunity while the entrance fee was low. But whether they joined or not the entrance fee would be raised 2s. 6d. per month. Many questions were asked and answered to the entire satisfaction of the members.

#### MIDDLESBROUGH BRANCH.

The general meeting was held in the Market Hotel on Monday, the 15th, Mr. Mucklow presiding, Mr. Wm. Bowden in the vice-chair. Eleven new members were reported to have been enrolled during the week. An invitation from the Middlesbrough Trades Council to attend the annual trades demonstration in aid of the hospitals of the town, was unanimously accepted. Mr. Robinson then complained of James Frondigan having deserted from the s.s. *Atolona*, and it was decided that Frondigan be summoned to attend the meeting on the 22nd inst., and failing good cause for backing out, that he be fined 5s. Mr. Wm. McCormack complained of several riggers taking ships by the run from here. He said that on one occasion three riggers took a ship away with four labourers, and he thought this practice ought to be stopped, and therefore moved that they be summoned to attend the next meeting to answer this charge. Mr. Wm. Wheatly seconded and it was carried.



**PLYMOUTH BRANCH.**

A special meeting was held in the Foresters' Hall, Notte-street, in reference to the seven men of s.s. *Hershal*, of North Shields. They were called out by the secretary, Mr. Evans, as the captain would not recognise him or any other official of the Union, or come to terms with the men as to what wages he would give. The dockers assisted by taking the vessel out of the docks into Plymouth Sound and the captain and officers took her to Barry Docks. It was decided (the secretary having been advised by the solicitor to forward the men to Cardiff) to summon the captain for their clothes and money. But being foreigners the men told a different tale after they got there, as they were afraid of losing their homes after being in the ship for about two to three years. They could not say anything too bad of the ship while in Plymouth.

**WEST HARTLEPOOL BRANCH.**

Ordinary weekly meeting, held on the 12th inst., Mr. G. Rider presiding, 10 new members were enrolled. A letter was read from the general secretary expressing satisfaction at the members voting a proportionate part of the £1,000 sent to the Australian strikers. Mr. J. J. Robinson related his experience at the recent Trade Union Congress. At the close of Mr. Robinson's speech, Mr. G. Cathey, district secretary, spoke on the eight hours movement, shipowning magistrates, poor accommodation, ship desertion, and internal squabbles. A very hearty vote of thanks was accorded both gentlemen on the motion of Mr. Mills, seconded by Mr. Peart.

**WHITSTABLE BRANCH.**

A special meeting was held on Friday last (Mr. Gammon presiding) for the purpose of presenting a gold medal to a member for services rendered to the Branch. Speeches having been delivered by several gentlemen, the remainder of the evening was spent in harmony. This young Branch is still prospering.

**NORTH SHIELDS BRANCH.**

At the usual meeting on Monday, Sept 15, Mr. John Nicholson presided, Mr. Richard Latimer being in the vice-chair, a letter was read from a member who is in the s.s. *River Avon*, of Glasgow, and who, it is alleged, has been badly treated by the engineers. It was resolved to do the utmost in this case. As it requires looking into it was decided to send the letter to London, where the ship is coming, so that Union officials may see into it as soon as the ship arrives. The Branch is still growing in Shields; 19 new members were enrolled last week and total number is 2,129.

**SOUTH SHIELDS BRANCH.**

The usual weekly meeting was held Sept 15, the president presiding. A recommendation from the committee that the Branch send £40 to help the Australian strikers was unanimously adopted, and the secretary reported that 50 new members had been enrolled during the year. He condemned the action of some members, and especially firemen, backing out of ships at the last moment. A stringent effort will be made to put down this. As far as monthly boats, the Union is not always to blame, neither are the men; for, unfortunately, the men are living in boarding-houses, and the boarding-masters will not allow the men's clothes to go away from the house till 11 o'clock. The men don't care to go before their clothes, hence the reason that our men are not aboard at the proper time; but nevertheless, ships are no more delayed than they were formerly. Mr. G. Cowie presented an enamelled gold medal to the president, with the following inscription: "Presented to R. Holdforth, as president of the South Shields Branch of the N. A. S. & F. U., Sept. 15, 1890." He remarked that the president and committee took upon themselves their duties, not for personal gain, but for the cause of the class they belonged to. The members then gave three English cheers, and sung "He's a jolly good fellow." The president, in reply, said he would do all that he possibly could for the Union in the future as he had done in the past. It was decided that the president and one of the members be elected delegates to the annual Congress. Mr. Brill, president of the Coal Porters' Union, who is in the district to re-establish the Branch that opened last Christmas, addressed the meeting, and urged the necessity of every man belonging to some labour organisation. Mr. S. Shelly, also of the Coal Porters' Union, spoke upon the advantages that had been gained by the sailors through the compact signed by the coal porters, and hoped that that compact would stand as a testimony of the good faith which they held toward each other. A vote of thanks terminated the meeting.

**GRANGEMOUTH (N.B.) BRANCH.**

At a special meeting on Sept. 3, the secretary appealed to the members for money in aid of the Australian strikers. It was unanimously agreed to vote £5, the members hoping the other Branches of the Union would help them.

At a meeting on Monday, the 18th inst., Mr. A. McNab presiding, a letter was read from the general secretary stating that he approved of the actions of Mr. E. Cowie, secretary. There were no complaints and no men idle. The secretary then informed the members that he had received a telegram from Mr. Smith, of Leith, asking if the *Livonia*, one of the same Company's steamships as the *Moravia*, was in Grangemouth, and if so to try and prevent her being loaded. The secretary then asked Mr. Grasson, secretary of the Dock Labourers, to assist him in getting his men to stop work. On approaching his men at the hoist and asking them to assist the seamen and firemen of Grangemouth, their answer was they would not do so, and they finished the loading of the ship. The men of Bo'ness had kept one of the same Company's ships lying there a week, and is now still there, untouched. The members are proud of their action. The secretary then read the income and expenditure for the week, which was considered satisfactory, the members remarking they were proud to see their Branch prospering. Mr. McNab and Mr. G. Scotland were then appointed auditors, and the meeting closed with the usual vote of thanks.

**STOCKTON BRANCH.**

The usual meeting of this Branch was held on Monday night, when it was resolved that Arthur Henderson, Scandinavian seaman, be expelled the Union. He had joined the Union on May 26, and promised to pay 2s. a week towards £10 entrance fee, but after four weeks' payments he declined to pay any more than one shilling per week, which could not be accepted. Four meeting nights were spent discussing his case, when it was proposed to appoint a committee to decide, as well as to give him more time to write to head-quarters, which he did. The committee decided that Arthur Henderson pay 2s. per week towards his entrance fee, and all contributions due from June 30, and be fined 5s. for not complying with rules, or in default be expelled. This man has been shown the utmost consideration by the meetings, and his employer, who is a member of the Union, actually raised his wages to enable him to meet his payments.

**HULL BRANCH.**

The sum of £10 has been voted by the Branch to the Australian strike fund. £5 has also been granted to Mrs. Brown, the wife of the late president of the Branch, she having lost a child. £3 having been paid to two members of the Branch for shipwreck claim, instructions have been given that the money be refunded. Six shipwreck claims have been paid by the Branch this week, viz., to W. Atkinson, Newport Branch; Hy. Ethell, Glasgow Branch; John Hatfield, Hull Branch—of s.s. *Royal Crown*; Charles Blackman, Hull Branch; F. G. Nelson, Hull Branch; H. Atkinson, Hull Branch—of s.s. *Albacore*. Shipwreck claims have been paid to Roderick Beeton, Burntisland Branch, and Thos. Oetting, of Newcastle Branch, but the money has not yet been refunded. The secretary has been directed to recover the money.

**KING'S LYNN BRANCH.**

The usual weekly meeting was held Sept. 12, Bro. C. W. Arnold being chairman. A steamer arrived in dock from the Baltic, having five non-Unionists on board. With the assistance of the secretary of the Dockers' Union, the five men consented to enrol as members of the Swansea Branch. Discussion arose as to the sailors who are working ashore. It was decided that the secretary write to Mr. J. H. Wilson, general secretary, about them.

**PETERHEAD BRANCH.**

The special meeting referred to in my last week's report has now taken place, and brought to light an unequalled success. The weekly income from all sources was over £12, being the largest turnover for one week. It was unanimously agreed to acquiesce in a levy to make up the £1,000 voted by the Executive for the seamen and firemen on strike in Australia. The tidal wages were fixed here at 4s. 6d. day or night; while firemen or seamen, fitting out vessels or working ashore at their trade, should have 4s. 6d. per day. It was unanimously agreed to condemn the starvation wage obtainable for Greenland and Davis Straits seal and whale fishing, and to draw up a scale by the end of the year, and "pull together" with Dundee. The seamen and firemen are not going on speculating any longer, and leaving their

wives and families at the mercy of traders when a ship returns. It's enough to make one's blood run cold to hear of sensible men leaving home and family for five months with only 9s. to 12s. per week wages, when they can command £4 10s. all the year round, or 32s. 8d. per week. Men could not be got at Burntisland this week at that money. A very grave misunderstanding has occurred between the captain of the *Harlaw*, now in Liverpool, and part of his crew engaged here. A mate had been engaged here, and had instructions from the captain to engage first-class men. The pick of the Union men were engaged, and informed that their wages would be £3 10s. or £3 15s. to Sydney. On the strength of this the married and single men waited here for 14 days. When the mate called at the office he stated that they would be £3 per month, and they would have to pay their own expenses to Liverpool, these are Captain Colder's instructions. I am confident Captain Colder has not had any part in offering this "blackleg" wage, as he informed a friend of mine that he would give £3 15s. or £4 for good sober men, men he could depend upon. It is to be hoped Captain Colder will have a tale to tell so that the owners may waive their prerogative, and allow the best wage for men with a guarantee. It was only at the request of the secretary that an action was not raised against the captain or mate for keeping men here for 14 days and losing many good chances. The secretary has within the last few weeks enrolled 40 members, and owing to a large number having arrived from Greenland in debt to the vessels, many have been enrolled by contributing one-third (5s.) of the entrance fee, which is now 15s. This has been kept down at his request until the Greenland fleet had arrived and the herring fishing is over. A list has been made of 300 members who will be duly transferred from Branches which have thousands of members. It will help us and do them no harm.

**DUBLIN BRANCH.**

At the usual weekly meeting on Friday, Sept. 12 Bro. J. Maxwell presided. It was decided that Bro. John Lee, Irish organising secretary, proceed to Dundalk as delegate to take part in a grand demonstration there; carried. Bro. Byrne complained of a ship agent named Bell not paying him a tide's work, and that Union men worked with a non-Union man. Bro. Byrne was advised to ask for his day's pay, and if refused the Branch would support him in legal assistance. The chairman and Bro. J. Lee, organising secretary, then addressed the meeting on the way the press ignored the working man and upheld the capitalist. The Liberal press was, if anything, worse than any.

IN MEMORY OF OFFICERS AND CREW.—Two brasses have just been dedicated by the Chaplain of the Fleet in the Dockyard Church at Sheerness to the memory of the officers and men of Her Majesty's gunboat *Wasp*, which foundered with all hands in the China Seas in October, 1887. The brasses, which bear the names of the eighty officers and men who perished, have been erected by contributions from the Royal Navy and friends.

A HIGHLAND STEAMER FOR THE THAMES.—The large and handsome Clyde paddle steamer *Lord of the Isles*, which for many years has sailed on the popular route from Glasgow to Inverary, has just been sold to an English firm for passenger traffic on the Thames. The purchasing firm are the same who bought the Clyde river steamer *Glen Rosa* a number of years ago. The *Lord of the Isles* is one of the finest paddle steamers afloat, and is the only one which can rival the *Columbia*.

TRAWLERS AND IMMATURE FISH.—Shrimp-trawling is said to involve the capture of an enormous quantity of immature fish—as many, it is said, as 400,000 in a single day's fishing all round the coast. A considerable proportion of these young fish are destroyed. This is a serious matter, as the French have found out, for the excessive use of the shrimp-trawl on certain parts of their coast has been followed by a marked decline in the productivity of inshore fishing. Even when the fish are immediately returned to the sea, they perish through the rough usage they have endured. Accordingly an ingenious trap, on the principle of a lobster-pot, has been recommended to the French fishermen, and is in use in some districts. It does not destroy the fish, and yet catches a large quantity of shrimps. Dr. Wemyss Fulton, Secretary for Scientific Investigations to the Scotch Fishery Board, is going to make experiments with this trap in the Solway Firth. He also proposes to make more exact inquiry as to the quantities of immature fish captured, especially the more valuable flat fish, such as soles, plaice, turbot, and brill, and also as to the proportion destroyed by the shrimp-trawl.



## CORRESPONDENCE.

## FISHERMEN'S EXAMINATIONS.

To the Editor of "Seafaring."

SIR,—Since reading "R. M.'s" article in your paper on the Representation of Fishermen on Boards, I am sure three parts of the fishermen of this port are of opinion that fishermen representation must certainly be a farce, as in all cases that I can get to hear of, it is a smack-owner and not a practical fisherman that sits at those Fishery Boards. We, at Grimsby, are represented by one of those old fossils, a smack-owner, who call himself "A practical fisherman." Now, how can a man call himself "a practical fisherman" when he, to my knowledge, has not been to sea for the last seventeen years as a fisherman. I might say that when he went to sea that he left some of the fish for others to catch. With your indulgence I will try to show what kind of a man we have for a representative. In the first place, after sitting at the Board of Trade, and assisting to examine men for certificates of competency, and after having passed these men, this "practical man" has the foolishness to publicly declare that 75 per cent. of them are not fit to hold them! Sir, what can be said of such a man, if what he says is true? Then he must be mad (which I don't believe) to give such a class of men certificates to jeopardise the lives of men at sea with whom they may come in contact. Fishermen of Grimsby should petition the Board of Trade to send him about his business, and fill his place with a practical fisherman, a man who understands fishing as it is carried on to-day. A man of to-day, not a man of the past whom nobody of the present generation knows as a fisherman. A man to make such an assertion not only insults the Board of Trade officials who sit with him, but the whole of the fishermen of Grimsby. Sir, the conclusion that most people would come to from such an assertion is, that the man who made it was the most incompetent of them all, and was not a fit person to hold such a responsible position, and "so say all of us." Now, Sir, the fishermen of Grimsby have to pass three examinations, one for second hand or mate and (unlike any other fishermen of the United Kingdom) two for master, one from the Smack-owners' Association, and one from the Board of Trade, so you see we have our share of examinations as compared with fishermen of other ports. Hoping you will kindly find space for this, and wishing you every success with your splendid paper.—I remain, Sir, your truly,

A LUMPER PRO TEM.

## TO OFFICERS.

To the Editor of "Seafaring."

DEAR SIR,—An "Old Salt" explains in your paper that masters or mates, holders of pilotage certificates, receive no remuneration for services rendered by them in piloting the ships on which they serve. I have often endeavoured to ascertain whether masters or mates of ships who performed pilotage duties received any remuneration for those services. "Old Salt's" letter says, "No." One would naturally ask, why does the officer undertake those anxious and unremunerative duties? The reply is, if one will not undertake it unrequited a dozen will. Cannot this state of things be remedied? Yes, by combination, but the principal portion of our officers hold aloof from combination—hence they cannot expect any consideration when appealing singly, whereas they would in all probability obtain concessions if appealing concertedly. Be advised, officers, unite, and endeavour to obtain for skilled services an equivalent wage.—Yours, etc.,

RARI NANTES IN GURGITTE VASTO.

Sept. 9, 1890.

To the Editor of "Seafaring."

DEAR SIR,—If you would kindly insert the following in SEAFARING, which I take from the *Engineers' Gazette* for Sept., 1890, you will oblige:—"In looking over the reports of the Engineer's Commissioners for this month we find the following: Commissioner C—reports that he obtained for the second and third engineers of — a rise of 10s. per month. This advance was given because the owners couldn't help themselves, and they in turn determined to take advantage of others who couldn't help themselves—the poor mates—whom they reduced 10s. per month." When will mates, that miserably-paid class of officers, combine for their own interest? The question may well be asked, and we leave it to our brother officers themselves to answer it, and to answer it in a way that will

show they are not the spiritless class they are represented to be in the above extract. Thanking you in anticipation of my favour being granted, I remain,

A MEMBER OF THE  
MASTERS' AND OFFICERS' UNION.  
Hamburg, Sept. 7, 1890.

## HARD ON SEAMEN.

To the Editor of "Seafaring."

SIR,—Permit me to call attention to a serious legal hardship, and to enlist your powerful influence with a view of obtaining an early remedy. The anomaly to which I am about to refer is one that in my own practice I have known to press with grave injustice on seamen many times, and it should not be long before the Seamen's Union directs the wisdom of Parliament to the grievance, and to the omission from the Merchant Shipping Acts of any provision enabling sailors to legally claim the payment of their wages from owners and captains of merchant vessels, under certain circumstances of the residence of the men entitled to claim and be paid wages. I will first state a case, which runs on "all fours" with many others that have come into my hands, and in which I have been powerless to assist the claimants, and having done this, then state the law as it stands. J. H., an A.B., living in this town, and a member of the Seamen's and Firemen's Union, shipped aboard the ship *Mac*, of Glasgow, and signed articles for £3 10s. per month wages at the shipping office, and received £1 10s. advance from the master. J. H. went aboard on Saturday, the 21st June last, at noon, and at once turned to. During the same afternoon the mate of the ship, with whom J. H. had previously sailed, informed the master that he objected to J. H. going in the ship, and thereupon the captain ordered J. H. to get his kit and go ashore. J. H. protested against being sent ashore for no valid reason, only the dislike of the mate, and told the master that he had no objection to the officer and was willing to serve under him. However, the master persisted, and J. H. was obliged to leave the vessel. Upon the writer being consulted J. H. was advised that he had a claim against the ship, in addition to the £1 10s. he had received, for due compensation not exceeding one month's wages, but as the ship had gone to sea the only chance of getting payment was demanding it from the owners of the ship, and a letter was accordingly written to the firm at Glasgow. In due course an answer was received, stating "that they were quite prepared to defend any proceedings J. H. might be advised to adopt." Now, the foregoing being the facts of the case on the part of the man, we will assume they are true, and that J. H. was entitled to compensation for wrongful dismissal. Let us now see how stands the law with regard to recovery of damages, the owners living at Glasgow, and the man at Plymouth. The M. S. Act, 1851, provides that any seaman may sue the master or owner in a summary manner before two or more justices or one stipendiary acting in or near the place at which the service has terminated, and another provision of the same Act states the man is entitled to compensation; and, again, that proceedings shall not be taken in Admiralty or Vice-Admiralty Courts for any sum under £50, unless neither the owner or master is or resides within 20 miles of the place where the seaman is discharged. Then the Act quoted as the Summary Jurisdiction (Process) Act, 1831, states: "This Act shall not apply to any process requiring the appearance of a person to answer a complaint if issued by an English Court of Summary Jurisdiction for the recovery of a sum of money which is a civil debt within the meaning of the Summary Jurisdiction Act, 1879;" and if we look at this last, we find that a summons for the payment of wages or compensation is held to fall within the meaning attached to the Process Act of 1881, and is a civil debt. No doubt section 189 of the M. S. A., 1854, gives a remedy in Vice Admiralty Court, but even if this remedy were adopted it would be worse than the disease of losing £1 10s., or thereabouts, and an owner could keep a man at arm's length until he was obliged to throw good money after bad. Then the ordinary County Court summons does not run in Scotland, and therefore the only course open to the man is to wait the return of the ship to the port where he was discharged wrongfully (truly a most remote contingency) or proceed from England to Scotland and sue the owner in the Scotch Court. Further, the man is not discharged, and has no proof to offer, as the articles he signed are in the ship. Altogether, I think I have established a grievance of no ordinary character, and one that, in my judgment, demands speedy redress at the hands of the Legislature. I may add that if the man could find the needful fees for moving a Court of Vice Admiralty, it is possible that he might get a judgment in his favour, but

even this is doubtful. What is required really is a simple power to serve a Scotch owner with an ordinary process to compel his appearance to answer such a charge as "J. H.," for instance, brings forward.—Yours truly,

F. CECIL LANE, Solicitor.  
1, George-street, Plymouth.

## NATIONAL FEDERATION OF FISHERMEN.

To the Editor of "Seafaring."

SIR,—As our Federation is now an established fact, I should like, through the columns of your excellent paper, to have a chat with the fishermen of the United Kingdom. Now, brothers, we have been for a long time, in my opinion, asleep, but, although asleep, some of us have been dreaming about having a National Union with the following objects, amongst others;—a fair share of our earnings, a better class of smacks to sail in, a proper time to be at sea in summer and winter when fishing, also to regulate the number of smacks that shall be in one fleet, to establish a proper list of expenses so that each man will pay alike, and to look after all Bills that may be about to become law that affect us as a class, and, if necessary, bring pressure to bear against any Bill that we, as practical men, may think ought not to pass, and forward any Bill that may be a benefit to us, as I think you will agree with me that we are best able to judge what is good or otherwise for our own trade. Then there are the rates charged not only by railways, but by different companies, for bringing fish from the catching to the London market. I am at sea now in the G. I. C. fleet, belonging to Grimsby, and this voyage we have sent fish enough to fetch one hundred and twenty pounds. They have charged us over forty pounds for carriage, commission, etc., or half as much as we get. Now, I say this is a burning shame, and yet these men would, if asked, no doubt say that railway rates were extortionate. I think if they reduced their charges, they would be setting a good example, as I don't think it would be a very hard matter to show that they could easily afford to do so. Then again, brother fishermen, we are not an insignificant body of men that can be put on one side, but, numbering as we do, about one hundred and thirty thousand in the United Kingdom, what cannot we do if bound together in one grand National Union? My answer is, "Anything that is right and just, and we do not want anything that is not so." To justify my remarks, I should like to refer you to the Sailors' and Firemen's Union. Just see what they have done—not only obtained a very large increase of wages, but are prepared to see that their men go to sea in good ships. Again, they have for their president their greatest and best friend; of course, I mean Mr. S. Plimsoll; and when I tell you that recently he came to Grimsby to inquire, and, if possible, prevent loss of life amongst our fishermen, you will see that he is also your friend too. And again as men, and some fathers of children, have we not a duty to perform in trying to improve their lot? for our condition is certainly open to improvement; by trusting to ourselves and acting in a just manner to our employers. But we must demand our rights. Then, again, in conclusion, I should like to point out what power we have as a body—I mean with regard to having representatives in Parliament. Now, brothers, I should like to ask you to join our Federation, and if you have not a Branch in the town where you are living, I should advise you to get a few good men together and send to the head centre, 60, Orwell-street, Grimsby, and I can promise you that we will help you, if you will only put your shoulder to the wheel and help yourselves.—Trusting you will do so, I am

A BROTHER FISHERMAN.

## TO UNION OFFICIALS.

To the Editor of "Seafaring."

SIR,—I was greatly surprised on reading a copy of your paper to-day, for the first time, at seeing that the Union guarantees to have good, steady men on board a ship at the time of her departure from port, "sober and ready for work." Why, Sir, I stood looking at the paper amazed. Never since I have been an officer of a ship has it been my fortune to get with men sober and ready for work, but always the very opposite. Take, for instance, the crew I have this voyage. We signed on a Friday, crew to be on board Saturday morning 6 a.m. Some of the sailors turned up. The firemen were *non est* until Sunday dinner time, when the ship sailed, and then in a most deplorable state of drunkenness. As far as the good class of men goes, I find that I have had O.S. who have been better seamen than the lot who shipped as A.B.'s, and a more dissatisfied, insolent lot I have never been with. Now,



Sir, when the Union officials propose to have a good class of men, why don't they see that the men who ship as A.B.'s are A.B.'s, and not a lot of twelve-month ordinary seamen, and very ordinary at that. Hoping that next voyage I may get some of the "good class of men sober and ready for work," I am, etc.,

CHIEF OFFICER.

#### ENEMIES OF SEAMEN.

To the Editor of "Seafaring."

DEAR SIR,—I notice that several new "Unions" are springing up in various parts of the kingdom. Some are being floated by dishonoured or expelled officers and members of our Union. Is it their desire to benefit the class of men who have kicked them out of their Society? or is there a want of cash in their own pockets which they think they can dupe the same men into supplying? The latest that I have heard of is going to be launched by "The Boarding Masters' Guarantee Society." They are proposing a sliding scale of wages, according to the state of the freight market. I am sure that if that system was adopted, shipowners would work together in such a manner that the crew would be unable to find out what the freights really were, and in the case of vessels who are "seeking," and others calling at many ports, picking up and discharging different cargoes on the one voyage, I think the calculation of wages would become such a complicated affair that many of the crew would require to carry a clerk to reckon up their accounts. Why do not these boarding house gentry persuade shipowners to adjust their freights according to the cost of labour? I am curious to know what tactics the Shipowners' Union (with its capital of £80,000,000, a tremendous amount, even on paper) are going to pursue. It must be a proof of our acknowledged strength when owners are preparing to spend that amount to "defend themselves from the unjust demands of our Union," although they are not supposed to be antagonistic to labour organisations. Do they think that their gold is almighty? Do they think that thousands of men and their families are going to allow themselves to starve solely for the purpose of allowing a few capitalists to increase their wealth? I say no. The present generation are too intelligent to submit to that. But it is positive proof that all sailors, including firemen, officers without certificates, stewards, and all others earning their living by going to sea, should support one amalgamated Union, and I cannot see one single reason why the N. A. S. & F. U. should not be that one. Our general has shown that he is the right man to put our confidence in and trust our interests to. We have a thorough champion on our side in SEAFARING, and another very great advantage is that our Society is getting through all the trials of infancy, and if it would be beneficial at any time to alter our system of working, we have much more ability and experience to do so than any new Union can have. I therefore trust that all backsliding members and non-Unionists will rally together with us, and no longer reap the harvest which they have not sown; we shall then be thoroughly prepared for any emergency. Leaving you to judge whether this is worthy of insertion in our bold ringleader SEAFARING, I remain, dear Sir, very respectfully yours,

GRANGEMOUTH, 529.

#### A STEWARD'S GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—Kindly allow me through the medium of your invaluable seamen's paper, SEAFARING, to call attention to a few grievances which ship stewards have to put up with at times. I have often heard it said that the crews of ships found by the master were, in general, not so well fed as the crew of the ship found by the owners. Now, I have had seven years' experience as steward in foreign going steamers, and possess first-class references as to character and ability, but about the beginning of August last I had the misfortune to be asked to go a short voyage in a steamer belonging to a well-known Dublin firm, and trading regularly between Glasgow and Spanish and Portuguese ports. The firm in question allow their captains to find the crews in provisions. It was the first steamer I had been in in which the captain found the crew. And in all my previous ships I had always been able to give satisfaction both to the captain and crew, also the owners; but I must confess I felt myself a complete dummy, particularly in regard to the working of the stores. I may say that I never spent a more miserable month on board ship in my life. The captain was continually preaching economy to me. I was always using too much of this and too much of that, and I would have to do with less of

this and that. He wanted continually to know what I had done with this and that, and, generally speaking, he did everything in his power to make a man miserable. We lay a fortnight in Spanish ports, and the crew had fresh mutton on three occasions only during that period, although fresh mutton on shore was only 7d. per pound. When I joined the ship I agreed with the captain to sign for £5 per month, and a verbal agreement to the effect that if I was careful of the stores I would receive an additional £1 bonus. I will venture to say that the steward who gets the £1 bonus in this ship must be a very economical man indeed. The truth was in this ship I had to be economical, or the stores would not have lasted the voyage, for, be it understood, that a good part of the stores were put on board, not for the use of the crew, but to be sold by the captain in foreign ports. Now, I would suggest that no steward should sign articles on the above principle, but sign for the wages of the port, as I mean to do in the future, and let the bonus come in afterwards (if any). Again, when I joined this ship the captain told me he had engaged a cook, but I found out afterwards that the cook was signed on the articles as assistant only, at £8 10s. per month. In this steamer too, although I had the heavy end of the stick as regards work (captain and officers all dined in the cabin), I think it was too much presumption on the part of the captain (a man in the prime of life and in good health) to ask the steward to brush down his clothes every morning, like a groom doing a horse; and he would have the steward also to be constantly at his beck and call for the slightest requirement. It does amuse me at times to witness the foppishness of some shipmasters, who, when they become invested with a little authority, think themselves something more than dust. Captains should treat their stewards as men ought to be treated, for a steward who knows that he is looked upon by the master as something decidedly inferior to him will never make a good steward or a man to be trusted with the care of stores. In conclusion, I would warn all stewards shipping in steamers found by the captain, and also from signing articles on the bonus principle.—I am, etc.,

ONE WHO WAS TAKEN IN.

Sept. 10, 1890.

#### RINGS AND ROTTEN FISH.

To the Editor of "Seafaring."

SIR,—The Billingsgate Ring not alone chains the crushed and indebted fishermen of the United Kingdom in cruel chronic poverty—it not alone makes the consumer often pay from 600 to 800 per cent. more for the fish than is given to the fishermen—but it provides the public with fish generally more or less stale or decomposed, and sometimes even putrid and poisonous. This Billingsgate Ring is the ruin of our national coast and inland fisheries and fishing industries. Already in 1749 it extinguished the Westminster Fish Market; it caused the failure of the old Hungerford Fish Market; it strangled Columbia Market, even when subsequently taken over conditionally from Lady Burdett-Coutts by the Corporation; it snuffed out Mr. Plimssol's Fish Market at the "Elephant and Castle"; it has turned the Corporation Fish Markets in Farringdon-street into trading shambles; and, by its clever combinations, boycotts, and starves Shadwell Fish Market. Save a few favoured fortunate virtual monopolists, the fish traders of the United Kingdom are working hard to gain little or nothing, as the legitimate profits of their toil and trouble tend to tumble into the tills of the Billingsgate Ring, who are assuredly remarkably shrewd business men. In 1880, before Mr. Spencer Walpole, holding an inquiry into alleged Billingsgate abuses, by direction of Sir William Harcourt, then Home Secretary, the late George Stevenson, a Billingsgate fish salesman, and a popular member of the Markets Committee of the Corporation, thus expressed himself in his evidence: "It would be better that all London should sink than that Billingsgate market" should sink. "Billingsgate is one of the grandest institutions of the country." Although he had just previously stated that "Billingsgate is a shameful botch, having a shameful abortion for its top floor with a cesspool below. Since the great fire of London, 1666, we have had no improvement in our ward of Billingsgate. We complain bitterly, very bitterly, indeed, of the Corporation." The 1881 bulky Report and Evidence on the Fish Supply of the Metropolis by the Corporation practically promised if it could not obtain the site of the Custom House, it would then close Billingsgate. As Billingsgate is the greatest and gravest increasing public nuisance of the City of London, the Corporation by shutting up this fish market, and thereby dispersing the Billingsgate Ring, will bless and benefit humanity.—I am, Sir, yours, etc.,

J. LAWRENCE-HAMILTON, M.R.C.S.  
17, Burlington-st., Brighton, Sept., 1890.

#### STRIKE OF SEAMEN AT YOUGHAL.

A sailors' strike is going on at Youghal. Most, if not all, of the men belong to ships carrying coal, which remain in the harbour unloaded, the quay labourers having struck in sympathy with the sailors. The general turn-out took place on Wednesday, Sept. 10, consequent upon a decision arrived at by the men at a meeting on the previous night at the rooms of the Youghal Branch of the National Sailors' and Firemen's Union. At this meeting the men formulated a demand of increase in wages from £3 10s. to £4 per month, following the example of the sailors of the port of the Dublin, to whom the advance was granted. To these terms three of the shipowners acceded, namely, Messrs. Gorman and, on the part of the owners, Captains Loughlin and Dalton, while the other owners concerned—Messrs. Fleming and Farrell—refused to entertain the demand of the sailors. While the men desire an immediate settlement, their attitude is firm, and the support of the quay labourers has, of course, given them additional strength. Mr. Austin (secretary Cork Branch Sailors' and Firemen's Union), addressing a meeting of sailors and quay labourers, said the advance was granted without the slightest hesitation in Dublin; and surely the shipowners must have recognised that the men were entitled to it. (Hear, hear.) It had been said, and truly, that the best sailors out of Ireland came from the port of Youghal—(applause)—and if the shipowners there would acknowledge that, they surely should give the slight increase they were seeking for. Even with that 10s. a month advance they would still be far behind their cross-channel brethren. The wages were £3 10s. per month, and what was required was £4, and taking into consideration that the men had families, who could deny that £1 a week was more than barely sufficient to support a man with his wife and children. He expressed his own and the thanks of the Youghal seamen to the quay labourers for the sympathy they manifested. Mr. Collins (secretary Youghal Branch Seamen's and Firemen's Union) also addressed the meeting, which proceeded to consider *seriatim* the cases in connection with the strike of several ships bound for various ports, and the business was private.

**THE EIGHT HOURS PRINCIPLE IN THE BIBLE.**—In a powerful address given here this forenoon by an earnest Evangelical minister, from 1 Kings, v., 13-18, we were pointed to that great statesman King Solomon assanctioning the eight hours a day labour movement, at least in principle, when, in his levy of 30,000 men, he arranged that they should be "a month in Lebanon and two months at home." It is beautiful to notice how we have to go back to the Grand Old Book for first principles and guidance in everyday life and in great social questions. —Correspondent of *Pall Mall Gazette*.

#### TUG BOAT BRANCH. SAILORS' & FIREMEN'S UNION. NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

#### NOTICE.

**ROTHERHITHE BRANCH.**  
On Monday, 15th inst., the Office of the above Branch will be removed to 2, Chichester Villas, Lower-road, Deptford, and meeting room at Chichester Tavern, every Monday evening at 7.30. Office hours, 10 till 6.30, and every Thursday till 7.30. R. Mathews, outside delegate.

Sept. 9.

C. WYKES, Secretary.

#### NOTICE.

Union Men coming to Whitstable should take care that they sign by the Month, and not by the voyage, so that they may know what they are working for.



## NOTICE TO UNION SEAMEN.

*Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."*

*Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.*

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## SHIPMASTERS' & OFFICERS' UNION NOTICE TO BRANCH SECRETARIES.

The Secretaries of the various Branches of the above Union are requested to send to me a report of the exact number of members of this Union on their Branch books up to Aug. 31, 1890, as it is intended to meet the Shipowners' Association in September to lay before them our claim for an increase of wages in the ratio to that paid to the engineers.

GEORGE THOMAS LUCCOCK,

Master Mariner, Hon. Member Pilots Association, Member of Trades Council, and Secretary to the Union of Shipmasters and Officers of Gt. Britain & Ireland.  
Head office, 33, Market Place, South Shields.

## TO UNEMPLOYED MASTERS AND MATES. NOTICE.

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields. FREE OF CHARGE.

No less than 127 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

LOWESTOFT BRANCH OFFICE,  
4, St. GEORGE'S TERRACE,  
LORNE PARK ROAD,  
SOUTH LOWESTOFT.

MR. J. LINDER, Assist. Secretary,  
From whom all information may be obtained.

## "COMMONWEAL" SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Movement in all parts of the World.

SPECIMENS FREE.  
ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,  
London, W.C.

## BRISTOL BRANCH.

### NOTICE TO MEMBERS.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

## PENARTH AND BARRY BRANCH.

### NOTICE TO SECRETARIES.

The above Branch is removed from Cogan to 34, Sydenham-street, Barry Dock (close to Shipping Office). All communications must be addressed: "Seamen's Union Offices, 34, Sydenham-street, near Shipping Office, Barry Dock."

(Signed) J. HARRISON,  
Secretary.

## MRS. M. JONES,

Having returned to the Tyne, has opened the  
**UNION SEAMEN'S HOME,**  
31, DUKE ST., NORTH SHIELDS,  
Where Seafaring men will be treated in strict accordance with Union principles.

## E. A. McDONALD,

OUTFITTER,  
32, CLEETHORPES ROAD  
GRIMSBY.

A Large Stock of Seamen's Clothing always on hand

### LONDON.

C. MARRINGTON,  
PRIVATE BOARDING HOUSE FOR OFFICERS ON  
BOARD SHIP.

HOME COMFORTS STUDIED. TERMS MODERATE.  
76a, MINORIES.

## JAMES BRACKEN,

SEAMEN'S UNION  
BOARDING HOUSE  
182, BROOMIELAW, GLASGOW.

DAVID BECK,  
GROCER & PROVISION MERCHANT  
NORTH STREET, BO'NESS.

Members of the Seamen's and Firemen's Union supplied at lowest Cash Price.

A TRIAL SOLICITED.

## JAMES DYMCK & SON,

Grocer, Ironmonger & Ship Chandler,  
PIERHEAD, BO'NESS,

Near Union Office.

Seamen and Firemen supplied with all kinds of Stores, best quality, at Lowest Prices.

### MARKET HOUSE.

WALKER & JOHNSTONE,

GENERAL DRAPERS,  
Clothiers, Hatters, and Outfitters,  
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description always on hand.

Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.  
Seamen's Outfits of all kinds. Tailoring in all its Branches, at Lowest Cash Prices.

H. PHILLIPS,  
PAWNBROKER,  
TIDAL BASIN,  
VICTORIA DOCKS.  
SAILORS' OUTFITTER  
In all its Branches.

J. J. ROBINSON,  
MARKET HOTEL,  
MARKET PLACE,  
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.  
Choice Wines. Cigars of the Finest Quality.

Middlesbrough Branch Meetings of the Sailors' and Firemen's Union held at this house. Meetings of Shipmasters' and Officers' Union also held here.

### COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S  
19, HIGH STREET, BARRY.

Seamen Boarded by Day or Week according to Union Principles.

### GRIFFITHS' DINING & COCOA ROOMS

41, GREAT HOWARD ST., LIVERPOOL.  
(OPPOSITE NORTHERN HOSPITAL.)

Seafaring Men of all Classes will find the above Establishment the best place to get

GOOD MEALS AT MODERATE CHARGES.  
Attention & Civility Guaranteed.

### Captains, Officers & Seamen Visiting Newport

Will find all their requirements at  
"LIVERPOOL HOUSE,"

96 & 97, COMMERCIAL ROAD.

This is one of the Largest, Cheapest, and most Complete Outfitting Establishments in the United Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned.

We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

NOTE ADDRESS:

THE LIVERPOOL HOUSE,  
96 & 97, COMMERCIAL RD., NEWPORT.

N.B.—Wholesale Department for Slop Chests. Price List on application.

**HOLLOWAY'S**  
**PILLS & OINTMENT**

WORTH THEIR WEIGHT IN GOLD

THE WHOLE CIVILIZED WORLD HAS TESTIFIED FOR UPWARDS OF HALF A CENTURY to their MARVELLOUS EFFICACY IN EVERY FORM OF DISEASE

Manufactured only at 78, NEW OXFORD STREET, LONDON.

SOLD BY ALL CHEMISTS AND MEDICINE VENDORS

Seamen should visit the **NEEDLE & ANCHOR**, P. M. Leibow & Co., Proprietors, 210 & 212, East India Dock Road, close to East India Dock, Pawnbrokers, Watchmakers, and COMPLETE SEAMEN'S OUTFITTERS.  
Captains supplied at Wholesale Prices. N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

## R. WHITE, WHOLESALE CABINET & BEDDING

MANUFACTURER,  
70, 72, & 74, RATHBONE STREET,  
CANNING TOWN, LONDON, E.,  
AND

28 & 29, GREEN ST., UPTON PARK, E.

Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

## SPECIALITIES IN SEAMEN'S BEDDING

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
Sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

UNION MEN IN LONDON  
SHOULD GO TO

**C. KELLY,**  
130 & 144a, VICTORIA DOCK RD.,  
LONDON, E.,

For Serges, Oilskins, Guernseys, Officers' and  
Seamen's Caps and Hosiery.  
Hats, Ties, Scarves, Collars, &c., of the Newest  
Style.

**G. GEMMELL,**  
119, HIGH ST., KING'S LYNN,  
UNION CLOTHING SHOP,

Is the BEST HOUSE in the EASTERN COUNTIES

FOR  
EVERY DESCRIPTION  
OF  
SEAMEN'S CLOTHING.  
AT PRICES THAT CANNOT BE BEATEN.

### NOTICE.

To Members of the National Amalgamated  
**SAILORS' AND FIREMEN'S UNION.**  
All Union Men arriving at or sailing from  
LEITH are invited to visit

**L. HYMANS**  
Pawnbrokers' Salerooms & Seamen's Outfitting Stores  
3, TOLBOOTH WYND, LEITH.

Where he has always on hand a large stock of New and  
Second Hand Clothing, suitable for Seamen, at prices to  
suit everyone. Also large quantities of unredeemed  
pledges, consisting of Gold and Silver Watches,  
Sextants, Optical Goods, Marine and Field Glasses, at  
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6  
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most  
prominent Boot and Shoe Manufacturers, purchasers  
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.  
N.B.—Members of the Seamen's and Firemen's Union  
supplied on Special Terms. Advance notes cashed at  
a very small percentage.

**£20**  
TOBACCONISTS COMMENCING.  
Write for Illustrated Guide (224  
pages, three stamps). "How to  
open respectably, £20 to £1,000."  
TOBACCONISTS' OUTFITTING COMPANY,  
Chief Offices, 185, Euston-rd., London,  
the largest and oldest complete Tobac-  
conists' furnishers in London.

Honorary Member—Recipient of Gold Medal from  
the N.A.S. & F. Union.

**THE ANCHOR HOUSE,**  
11, COMMERCIAL ST., LEITH,  
J. WILLIS, MANAGER.  
SEAMEN'S UNION CLOTHIER & OUTFITTER.

Suits made to measure on the shortest notice and most  
reasonable terms.

A Speciality is our OILSKINS

made on the premises, without the manufacturers' profit.  
Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to  
visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few  
doors from the Union Office.

**PERCY'S TEMPERANCE HOTEL,**  
ANALBY ROAD, HULL,

Opposite the Excursion Platform, Paragon Station.

MEALS AT ALL HOURS AT MODERATE  
CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and  
their Wives. Private or Public Rooms.

Stewards can safely recommend this House to  
Passengers.

PROPRIETOR—ALBERT PERCY,  
Hon. Member Hull Branch N.A.S. & F.U.

**SPECIAL NOTICE TO UNION MEN**  
**WM. MILLER & CO.,**  
GLASGOW HOUSE,

VERE STREET, CADOXTON, BARRY DOCK,  
Keep a large and Complete Stock of  
**SEAMEN'S OUTFITTING**

In all its Branches. Advance Notes cashed for 1s.  
in the Pound. All Goods marked in Plain Figures.  
N.B.—Special terms for members of Seamen's  
Union. Note the Address—

**WM. MILLER & CO.,**  
VERE ST., CADOXTON, BARRY DOCK.  
One minute's walk from Cadoxton Railway  
Station and Wenvoe Hotel.

UNION MEN  
SHOULD GO TO THE

**CHAMPION PHOTOGRAPHER**  
**DOWLE,**

34, BARKING ROAD, CANNING TOWN.  
CARTES DE VISITE,  
3 FOR 1/6.

**BRISTOL SEAMEN'S**  
**CLOTHIER & OUTFITTER, &c.,**

**W. J. PIKE,**  
HOTWELL ROAD, BRISTOL,  
Honorary Member Seamen's Union.

ADVANCE AND HALF-PAY NOTES cashed v ry  
lowest terms; purchases at the time entirely  
optional.

Foreign Money Exchanged. No Commission to  
Runners.

**N. A. S. & F. UNION HOME,**  
13, ROBINSON ROW, DAGGER LANE,  
HULL.

This Home is Conducted on Strict Union Principles  
**G. A. HODGSON, Proprietor,**  
Financial Member. Hull Branch.

**MCCANN & CO.,**  
LONDON HOUSE, HOLTEN ROAD, BARRY.  
Seafaring men can do better than buy their CLOTHING  
at McCANN & Co. S. We buy for Cash from the best manu-  
facturers, which enables us to give the best value to our  
customers. One price; no abatement. The Largest Stock  
in the neighbourhood.

MCCANN & CO., London House, Holton-rd., Barry.  
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

**J. LEWIS,**  
**SEAMEN'S OUTFITTER,**  
54, BROOMIELAW, GLASGOW.

**WILLIAM GUY,**  
**BOARD & LODGING HOUSE**  
7, POSTERNGATE  
(OPPOSITE THE SHIPPING OFFICES),  
HULL.

**NOTICE TO UNION MEN.**  
Union men frequenting BARRY DOCK are  
respectfully requested to Board at

**MRS. MOONEY'S,**  
6, HOLM ST., CADOXTON.  
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address.

ALL SEAMEN COMING TO HULL, GO TO  
**WILLIAM HEMINGWAY,**  
TAILOR, DRAPER, & OUTFITTER,  
No. 42, MYTONGATE, HULL  
(NEAR THE DOCKS).

A Large Assortment of Ready-made Clothes. Oilskin  
Jackets and Southwesters, always on hand.

**PEGGIES' DINING ROOMS,**  
64, DOCK STREET, DUNDEE.

Seafaring men of all classes will find the above  
establishment

THE BEST PLACE TO GET  
MEALS AT ALL HOURS.  
MODERATE CHARGES.

ATTENTION AND CIVILITY GUARANTEED

**SOFT TACK.**

MRS CATHERINE MITCHELL, widow of  
the late J. B. Mitchell, chief mate of the  
S.S. "Julia Wiener," begs to inform the Sea-  
faring class who trade to Tyne Dock that she  
has opened the shop, 15, SLAKE TERRACE,  
TYNE DOCK, and will supply Home-made  
Bread at the lowest possible Prices

**THE UNION PUBLIC-HOUSE IN GLASGOW**  
IS THE  
**HEBRIDEAN VAULTS,**  
JAMES WATT STREET.

**ROBERT FINDLAY**  
**UNION SUPPLY STORES.**  
60, GRANGE ST., GRANGEMOUTH  
Wholesale and Retail

**GROCER AND PROVISION MERCHANT.**  
Members of the Sailors' and Firemen's Union  
supplied at lowest cash prices.

**SAILORS' AND FIREMEN'S UNION**  
**BOARDING HOUSE,**  
**EDWARD MILTON, Proprietor.**  
'FORESTERS ARMS.'  
81, EAST HOLBORN, SOUTH SHIELDS.

LONDON.  
**N. A. S. & F. BOARDING HOUSE,**  
**Mrs. HICKS,**  
13, JEREMIAH STREET,  
Four Doors from Green's Home Branch Office.

**SAMUEL BEGG,**  
Treasurer Hull Branch N.A.S. & F.U.  
**TURK'S HEAD HOTEL,**  
MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING  
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE  
FINEST QUALITY.